

ANNUAL REPORT
OF THE
CITY ENGINEER



TORONTO
1905

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Mr.

WITH MR. RUST'S COMPLIMENTS.

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Toronto

ANNUAL REPORT
OF THE
CITY ENGINEER
OF
TORONTO
FOR
1905



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TORONTO.

TOPOGRAPHY.—The City of Toronto is situated upon the northern shore of Lake Ontario, about forty miles easterly of its western terminus. It lies in latitude $43^{\circ} 39' 10''$ north, longitude $79^{\circ} 23'$ west, on a plateau gently ascending north for a distance of three miles, where an altitude of about 220 feet above the lake level is reached. It extends about eight miles along the lake, and is generally level, with slight depressions at points where minor water courses previously existed. The harbor is formed in front of the City by a sandy island, which lies to the south, at a distance of about a mile and a half.

Toronto is the capital of the Province of Ontario, and in it are situated the Provincial Parliament Buildings and Government House, the residence of the Lieutenant-Governor of the Province.

STATISTICS.

AREA.—The area within the City limits, not including the portions of the City land covered by water, is 17.81 square miles.

POPULATION.—The population of the City, according to the census taken by the City Police at the end of 1905, was about 262,749.

PUBLIC STREETS AND LANES.—Within the City limits there are 269 miles of streets and 85 miles of lanes, of which 206.89 miles are paved, and 62.11 miles unpaved.

PAVEMENTS AND ROADWAYS.—

| | |
|------------------------------|-------------|
| Asphalt..... | 56.29 miles |
| Cedar block..... | 48.83 “ |
| Brick | 17.14 “ |
| Macadam | 54.92 “ |
| Wood on concrete | 0.26 “ |
| Stone and scoria block | 1.74 “ |
| Gravel | 5.83 “ |
| Bitulithic..... | 3.22 “ |
| Tar macadam..... | 5.46 “ |

SIDEWALKS.—

| | |
|------------------|-------------|
| Stone flag | 1.821 miles |
| Concrete..... | 183.973 " |
| Brick | 3.233 " |
| Wood | 240.000 " |

SEWERAGE.—The City is drained by what is known as the combined system of sewers, and there are 245.11 miles of sewers.

WATER WORKS.—The Water Works system is owned and operated by the City, the supply being obtained from Lake Ontario through a 6-ft. steel conduit laid across Toronto Island to a crib near Hanlan's Point, and from thence through a 4-ft. steel pipe, and a 3-ft. cast iron pipe laid under Toronto Bay to the Main Pumping Station on the water front, the water being pumped through the City mains, the surplus going to the Reservoir situated north of the north City limits. Cost of system to date, about \$4,000,000.

STATIONS AND ENGINES.—

Main Pumping Station.

| | | |
|---------------|---------------------------|---------------------|
| No. 1 Engine, | 4,000,000 gals. capacity, | 24 hours. |
| " 2 " | 8,000,000 " | " " |
| " 4 " | 10,000,000 " | " " |
| " 5 " | 10,000,000 " | " " |
| " 6 " | 15,000,000 " | under construction. |

High Level Pumping Station.—Two engines with a total capacity of 6,000,000 gallons in 24 hours.

Island Pumping Station.—One engine 500,000 gallons capacity in 24 hours.

286.619 miles of water mains.

54,042 water services.

3,335 street hydrants.

2,657 valves.

2,200 meters in use.

WATER RATES.—Average schedule, $2\frac{1}{2}$ cents per 1,000 gallons and by meter, 10 cents per 1,000 gallons.

45,000 water takers.

Pressure—Domestic and fire, 75 to 90 lbs.

Average quantity pumped in 24 hours, 25,136,253 gallons.

| | |
|---|----------------------|
| Water consumed annually, 9,174,732,461 gallons. | |
| Fuel used—soft coal screenings. | |
| Cost of fuel during 1905, \$49,644.31. | |
| General receipts, constructing and moving services, etc.. | \$ 17,865 60 |
| Revenue collected in 1905 by schedule rate..... | 190,857 08 |
| “ “ “ meter rate | 177,970 67 |
| Charges made against different branches of City service | |
| for water used | 76,679 00 |
| Total..... | <u>\$ 463,372 35</u> |
| Operating expenses, including cost of collecting rates | |
| and debt charges..... | \$ 461,519 92 |
| House services and pipe laying, etc., etc., etc. | 473,635 63 |
| Total | <u>\$ 935,155 55</u> |

FIRE PROTECTION.—

- 211 officers and men in brigade.
- 76 horses.
- 60 pieces of apparatus for various purposes.
- 3,335 fire hydrants.
- 18 fire stations.
- 7 steam fire engines.

POLICE PROTECTION.—

- 325 officers and men.
- 1 Squad of 9 mounted men and one sergeant.
- 3 patrol wagons.
- 1 prison van.
- 1 headquarters and 7 stations.
- 81 patrol signal boxes.

MILITARY.—There are two regular corps stationed in the City (one mounted and one infantry), at Stanley Barracks, near the site of old Fort Rouille, and five militia corps (two mounted and three infantry), all of which have first-class bands and the use of well-equipped and commodious Armouries.

LIGHTING.—There are 3 lighting companies doing business in the City. The Consumers' Gas Co. have 313 miles of mains, and

42,958 consumers. Carbon Light & Power Company have 993 street lights. Toronto Electric Light Company have 1,320 street electric arc lights, 900 private business arc lights, about 170,000 private business incandescent electric lights, and also 990 miles of overhead and underground wire, and 65 miles of underground conduit.

TELEPHONE AND TELEGRAPH SERVICE.—The Bell Telephone Company is the only company doing business in the City. They have 14,500 telephones in use, 14,000 miles of overhead, 30,000 miles of underground wires, 20 miles of underground conduit, and 165 miles of ducts.

There are two telegraph companies doing business in the City, the Great North-Western Telegraph Company, with 70 sets of instruments and 250 miles of overhead wires; and the Canadian Pacific Railway Telegraph Company.

PUBLIC PARKS.—The Public Parks of the City are under the control of the City Council. There are 26 public parks, having a total area of about 1,584 acres.

EDUCATION.—The educational system is under the direction of the Board of Education and the Separate School Board. There are 59 public schools, having a total of 674 rooms, with a staff of 725 principals and teachers. Three collegiate institutes and 1 technical high school with a staff of 68 principals and teachers. Eighteen separate schools with a staff of 99 principals and teachers.

- 2 Industrial Schools (Protestant.)
- 1 Industrial School (R. C.)
- 30 Colleges, Seminaries and Day Schools.
- 1 Technical School.
- 5 Universities.
- 3 Cathedrals of all denominations.
- 216 Churches of all denominations.
- 4 Synagogues and several Jewish Churches.
- 48 Missions.
- 5 Mission Training Schools.
- 9 Convents.

PUBLIC LIBRARY.—There is one Central Reference and Circulation Public Library, and six Circulation Libraries, all under the control of the Public Library Board. There are 478,614 volumes in circulation.

PUBLIC INSTITUTIONS.—

- 62 Hospitals, Asylums and Public Homes.
- 3 Institutions for destitute and criminal classes.

LAW.—Toronto is the centre of the Law System of the Province of Ontario, having 27 Law Courts within its limits.

AMUSEMENTS.—

- 6 Theatres.
- 22 Music and Concert Halls
- Zoological Gardens.
- 238 Public Buildings, Halls, etc.

PUBLIC ACCOMMODATION.—

- 184 Hotels.
- 2,600 Boarding Houses.

RAILWAYS.—There are two railway companies whose systems enter Toronto, namely: the Grand Trunk Railway, with about 85 miles of track laid in the City limits.

The Canadian Pacific Railway Company, with about 31 miles of tracks laid in the City limits.

- 94 Passenger trains enter and leave the City daily.
- 180 Freight trains enter and leave the City daily.

The Toronto Railway Company has the exclusive franchise for operating a street railway system within the City limits. They have 94.692 miles of tracks, about 305 cars in operation, and carried 67,881,688 passengers during 1905.

BUSINESS.—

6 daily newspapers; 49 weekly; 20 semi-monthly; 76 monthly, and 8 quarterly newspapers and periodicals; two directory companies.

- 5 Public markets.
- 36 Banks, not including branches.
- 880 Factories and manufactories.
- 376 Wholesale houses.
- 5 Departmental stores.
- 6,600 Miscellaneous business companies, corporation and stores.

SANITATION.

Street Cleaning, Watering and Scavenging.—A modern and complete system of street cleaning, watering and scavenging is owned and operated by the city.

The supervision of the sanitary requirements of the City is under the control of the Local Board of Health.

The foregoing brief review of Toronto is annually compiled by

GEO. J. CASTLE,

Secretary to City Engineer.

PAST CITY ENGINEERS OF TORONTO.—

1840-1842, Thomas Young.

1843-1852, John G. Howard.

1853, William Thomas.

1854, John G. Howard.

1855, William Kingsford.

1856, Thomas H. Harrison.

1857-1858, Thomas Booth.

1859-1860, Alfred Brunel.

1861-1870, J. H. Bennett.

1871-Oct., 1875, Chas. W. Johnston.

Oct. 1875-July, 1880, Frank Shanly.

Sept. 1880-July, 1883, R. J. Brough.

Oct. 1883-1889, Charles Sproatt.

1890-Sept., 1891, W. T. Jennings.

Sept. 1891-May, 1892, Granville C. Cunningham.

May, 1892-Jan., 1898, E. H. Keating.

ANNUAL REPORT

OF THE

CITY ENGINEER

OF THE

CITY OF TORONTO

FOR THE YEAR 1905.

CITY ENGINEER'S OFFICE,
Toronto, December 31st, 1905.

To His Worship the Mayor and Members of the Council of the Corporation of the City of Toronto:

GENTLEMEN,—In compliance with By-law No. 2534, I have the honor to lay before you the Annual Report of the Department for the year ending 31st December, 1905, setting forth the various works carried out during the year, with details of cost of construction, and suggestions and recommendations as to new works and improvements required.

OFFICIAL STAFF.

The following is a list of the chief officials of the Department:

| | |
|--|--|
| City Engineer and Chief Engineer and Manager of the Water Works | Charles H. Rust, M. Can. Soc. C.E., M. Am. Soc. C. E. |
| Deputy City Engineer | C. L. Fellowes, C. E. |
| Asst. Engineer..... | W.M.Macphail, M. Can. Soc. C. E. |
| Asst. Engineer (resigned June 1st)..... | W. A. Clement, M. Can. Soc. C. E. |
| Asst. Engineer (appointed June 1st) | J. D. Shields. |
| Street Commissioner (transf'd Med. H'lth Dept.) | John Jones. |
| Asst. Street Commissioner (resigned July 1)... | Wm. J. Evans. |
| Accountant | Wm. McCartney. |
| Chief Clerk | E. P. Roden. |
| Secretary Committee on Works | A. H. Clarke. |
| Secretary to City Engineer | Geo. J. Castle. |
| Chief Engineer Main Pumping Station | Alex. McRae. |
| Chief Engineer High Level Pumping Station .. | Thos. Walsh. |
| Foreman of Water Works Construction | Edward Foley. |

 FINANCIAL.

During the year the total expenditure of the Department, including Water Works, was \$1,889,718.92, which was divided as follows:

| | |
|--|----------------|
| Water Works | \$662,380 11 |
| General and special works..... | 554,172 44 |
| Street railway track allowance pavements..... | 2,561 27 |
| Local improvements (including street extensions) | 584,682 42 |
| Departmental and sundry accounts..... | 75,435 88 |
| Island works | 10,486 80 |
| Total..... | \$1,889,718 92 |

Expenditure upon local improvements was divided as follows:

| | |
|--------------------------------------|--------------|
| Roadways | \$372,164 21 |
| Concrete | 152,437 75 |
| Brick walks..... | 181 37 |
| Plank walks..... | 5,218 56 |
| Sewers | 50,508 42 |
| Street openings and extensions | 4,172 11 |
| Total..... | \$584,682 42 |

This is an increase of \$58,260.29 over last year, and is the largest amount expended by this Department on local improvement works in any one year.

On July 17th a By-law was passed transferring the street cleaning, street watering, and collection of garbage to the Medical Health Department. This work was formerly in charge of the Street Commissioner, who also repaired all pavements, except asphalt, and constructed and maintained wooden sidewalks. This branch of the Street Commissioner's Department was transferred to the Roadway Department, under Mr. Wm. Macphail, and entails considerable additional work.

ABOLITION OF GRADE CROSSINGS.

I again have to report that very little progress has been made in the abolishing of the grade crossings. Application has been made to the Railway Commission for the construction of a high level bridge across the Don at Queen Street.

Some negotiations have also taken place with the Grand Trunk Railway Company in reference to the depression of tracks through Park-

dale, the total cost of the proposed improvement being \$1,050,000. The Railway Company were desirous that the City should contribute one-half the cost of this improvement, but your Council considered that this was too large a proportion, and negotiations are still in progress.

The question of a subway at Lansdowne Avenue was also before the Board of Railway Commissioners, but the Board made an order that in their opinion the total cost of this work should be borne by the City. This has resulted in the work being dropped for the present.

Very little progress has been made towards the construction of a bridge at Yonge Street.

SEWAGE DISPOSAL.

The report upon this matter, submitted by the City Engineer in 1901, was before the Provincial Board of Health during the past summer, and they have refused to allow the sewage to be emptied into the lake, as suggested, but have approved of proposition No. 2, viz., that the sewage should be treated in septic tanks and afterwards pumped on to land.

The system proposed for the district east of the Woodbine is progressing, and we hope to be able to advertise for tenders very soon.

STREET RAILWAY MATTERS.

Litigation is still proceeding between the City and the Company to compel the Company to carry out the conditions attached to the contract, and a number of suits have been instituted by the Legal Department, information for which has been obtained by this office. A complete record is taken of the running of cars upon all lines, the expenditure in this connection during the year being \$6,886.

The rails upon a number of streets, especially King and Queen Streets, are very much worn and totally unfit for use. The Company have been notified to replace them by a heavier type of rail, but they have refused unless the City are willing to do the necessary repaving. The City claim that, under the contract, this work should be done by the Company, and the matter is still in dispute.

The following table shows the mileage of the street railway tracks, and the number of passengers carried from 1892, in which year the system was converted into an electric road, up to the end of 1905.

| Year. | Mileage of Tracks. | Passengers Carried. | Population. (Approximate) |
|-----------|--------------------|---------------------|------------------------------|
| 1905..... | 94.69 miles. | 67,881,688 | 262,749 |
| 1904..... | 92.93 " | 60,127,460 | 249,285 |
| 1903..... | 92.78 " | 53,055,322 | 239,678 |
| 1902..... | 90.09 " | 44,437,678 | 229,817 |
| 1901..... | 88.91 " | 39,848,087 | 221,583 |
| 1900..... | 85.06 " | 36,061,867 | 211,047 |
| 1899..... | 85.00 " | 31,826,940 | 206,027 |
| 1898..... | 84.83 " | 28,710,388 | 201,007 |
| 1897..... | 86.14 " | 25,271,314 | 195,987 |
| 1896..... | 85.28 " | 23,537,911 | 192,926 |
| 1895..... | 85.22 " | 23,353,228 | 191,395 |
| 1894..... | 81.43 " | 22,609,338 | 189,864 |
| 1893..... | 78.84 " | 21,215,010 | 188,333 |
| 1892..... | 70.42 " | 19,122,022 | 186,802 |

The following table shows the number of iron trolley poles erected during the year, giving the street and number of poles:

| | |
|--|----------|
| Dundas Street, from Humberside Ave. to Bloor St..... | 42 |
| Yonge Street, at Power House | 1 |
| | <hr/> 43 |

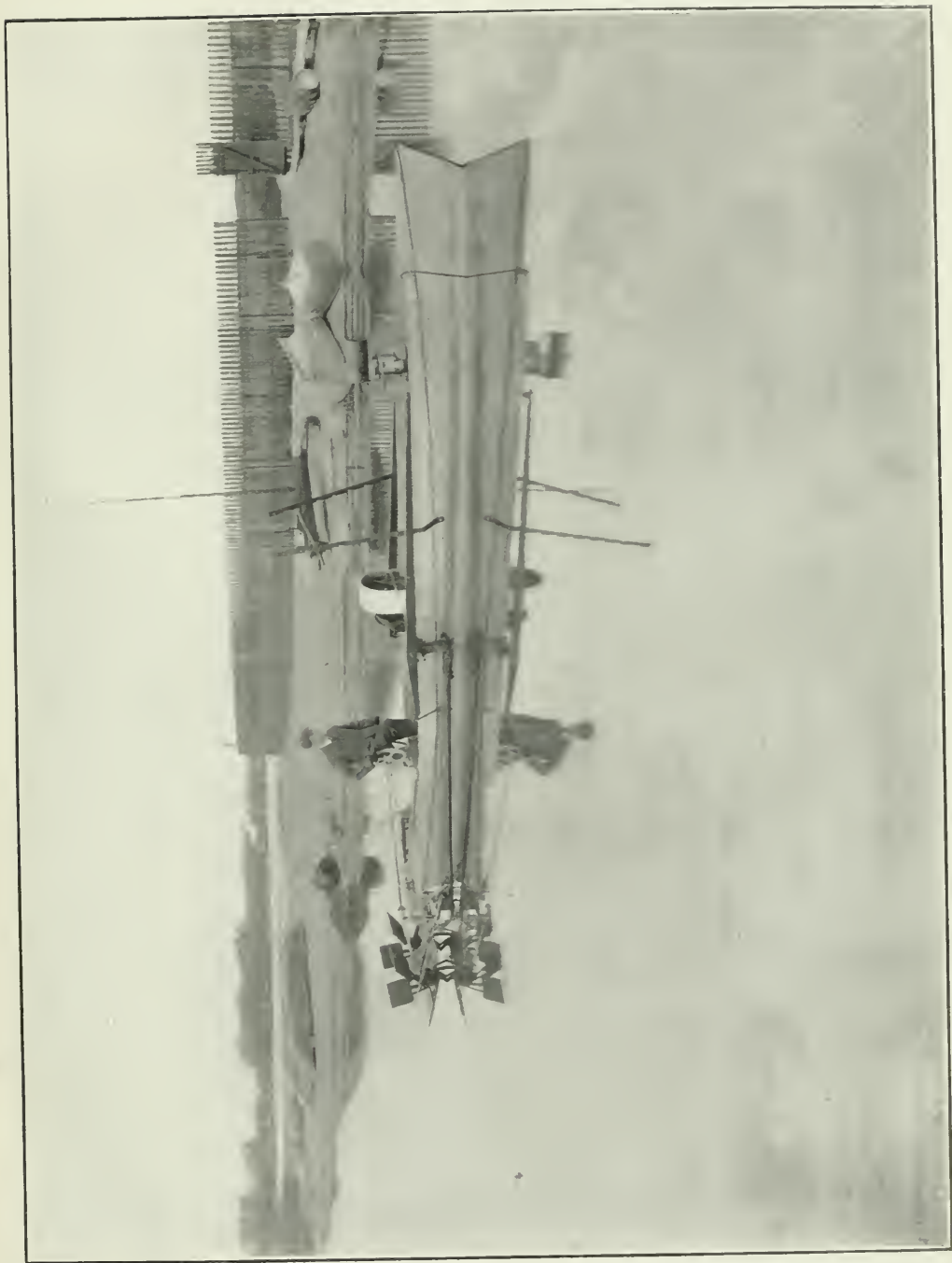
The following iron trolley poles were painted during the year:

| | |
|---------------------|----------|
| Dundas Street | 42 |
| Yonge Street | 1 |
| | <hr/> 43 |

During the year the Company have also equipped a number of their cars with the Magann air brake.

TEMPERATURE AND RAINFALL.

Through the courtesy of Mr. R. F. Stupart, Director of the Meteorological Department, a table is attached showing the temperature and rainfall during the year:



WEED CUTTER



WEED CUTTER

TEMPERATURE & PRECIPITATION—TORONTO, 1905.

| Month. | Temperature. | | | Precipitation. | | Total Rain and Snow. |
|-----------------|--------------|------|------|----------------|-------|-------------------------------|
| | Year. | Max. | Min. | Rain. | Snow. | |
| | ° | ° | ° | in. | in. | in. |
| January | 17.2 | 42.1 | —7.1 | 0.625 | 26.5 | 3.275 |
| February | 16.7 | 37.8 | —8.2 | 0.60 | 13.7 | 1.430 |
| March | 39.3 | 64.0 | 5.7 | 3.35 | 1.7 | 0.505 |
| April | 41.2 | 67.0 | 24.0 | 1.073 | 3.5 | 1.425 |
| May | 52.2 | 75.6 | 31.9 | 3.230 | ..... | 3.230 |
| June | 63.1 | 85.2 | 39.9 | 3.185 | ..... | 3.185 |
| July | 69.2 | 92.1 | 51.3 | 4.715 | ..... | 4.715 |
| August | 67.1 | 88.8 | 48.9 | 4.220 | ..... | 4.220 |
| September | 61.7 | 83.2 | 31.0 | 1.725 | ..... | 1.725 |
| October | 48.5 | 78.0 | 25.2 | 3.485 | ..... | 3.485 |
| November | 36.0 | 54.0 | 12.7 | 1.500 | 2.8 | 1.780 |
| December | 31.2 | 45.9 | 6.9 | 1.670 | 6.1 | 2.280 |
| Year | 44.5 | 92.1 | —8.2 | 25.825 | 54.3 | 31.255 |

ASHBRIDGE'S MARSH.

A very large amount of filling has been done in the marsh, and the Assessment Commissioner has been successful in locating one or two industries. Unfortunately we have not been able to prevail upon the Government to carry out the diversion of the Don. I consider it is useless to try and induce the Government to do so, and am of opinion that the City should take immediate steps towards the carrying out of this very necessary improvement.

Railway facilities should also be provided from a connection with the Grand Trunk Railway tracks at Cherry Street and carried eastward along the 150-ft. road to Leslie Street. There is a great deal of land in this section of the City admirably adapted for factory sites, and could be made available if the necessary railway connection was provided.

ISLAND MATTERS.

In the last annual report I called the attention of the Council to the damage that was being done to the south shore of the Island. During the latter part of the season a temporary breakwater of piles was constructed at this point, commencing at the west end of the breakwater and carried eastwardly to a point west of Clandeboye Avenue. The

contract has been awarded for the construction of a permanent breakwater immediately south of this one, which will be commenced early next year. The present breakwater, which was constructed twenty years ago, is in a very dilapidated condition, and the Government should be urged to take steps to have it repaired.

I would suggest that either the Government or the City construct more groynes west of the present temporary breakwater to the light-house.

The weeds in the various lagoons have become such a nuisance and a drawback to boating, especially in the latter part of the season, that it was found necessary to purchase a weed-cutting machine in England, but it arrived too late to be operated this season. We trust next year, however, to be able to remedy this trouble to some extent.

ROADWAYS AND SIDEWALKS.

During the year the Department carried out 386 separate contracts, and superintended the construction of 80 private walks, making in all 466 works undertaken during the year. This is an increase over 1904 of 68, and is the greatest number undertaken by the Department in any one year.

The following is a summary:

| | |
|-------------------------------|-----|
| Carried over from 1904..... | 47 |
| Contract works | 265 |
| Day labor works | 121 |
| Private permanent walks | 80 |

The work done included the construction of 17.9 miles of pavements and 37.493 miles of concrete and .037 miles brick sidewalks. This is an increase of 21 per cent., as compared with the mileage of pavements constructed in 1904.

As usual, the City Engineer has tendered upon all works in competition with contractors, and this system has proved very satisfactory, a saving of \$10,687.13 being effected.

ASPHALT PAVEMENTS.

The price of asphalt pavements has again declined, there being a decrease of 8 per cent. from 1904.

The concrete curb has entirely taken the place of stone curbing.

Up to the present time we have been using a 5-inch concrete curb, but this was found too light to give the necessary stability to the pavement. It is now proposed to increase this to 6 inches.

BRICK PAVEMENTS.

1.6 miles of brick pavement was constructed during the year. I regret that a larger mileage of this material was not used, as it is one of the most satisfactory and economical roadways that can be built, but it is objected to by the property owners on account of the noise.

CEDAR BLOCK PAVEMENTS.

The mileage of cedar block pavements is still decreasing.

TAR MACADAM.

During the year some changes were made in the specifications for tar macadam pavements. The period of maintenance was extended from one year to three years. A great difficulty has been experienced in obtaining tar and pitch of a uniform consistency. I regret, however, that our experience with this class of pavement has not been satisfactory, and consider their use will have to be discontinued.

BITULITHIC PAVEMENTS.

During the year 1.635 miles of bitulithic pavement was constructed by the Warren Bituminous Paving Company. This work was carried out upon receipt of sufficiently signed petitions from the property owners. The first pavement was laid in 1904, and has given very satisfactory results up to the present. It is not as noisy, as slippery or as dusty as asphalt, but has not been laid long enough to form an opinion of its wearing qualities. It has every appearance of being an excellent pavement, and has given great satisfaction to the property owners. The cost is \$2.25 per square yard, with a ten-year guarantee.

CONCRETE PAVEMENTS.

Two small concrete pavements were constructed in lanes and they appear to be very satisfactory. They are easily cleaned, therefore sanitary, and are much cheaper than either brick or asphalt.

CONCRETE SIDEWALKS.

During the season $37\frac{1}{2}$ miles of concrete sidewalks were laid. This is an increase of 20 per cent. over what was laid in 1904. There is still

a large number of old plank sidewalks, which are in a most dangerous condition, and we hope, during the season, to be in a position to construct a much greater mileage of concrete walks.

The question of coloring the surface of concrete sidewalks was studied and experiments were made upon two or three streets. $8\frac{1}{4}$ lbs. of Venetian red to one barrel of cement, and one pound of carbon black to one barrel of cement was used for this purpose, and these quantities were found to give a pleasing tint. I am of opinion, however, that this will not be permanent, a perceptible fading having been noticed.

For further information in connection with this work, I would refer you to the report of the Assistant Engineer in charge of the work.

THE MAINTENANCE BRANCH.

In July, 1905, the maintenance and repairs of roadways and sidewalks was transferred to the Roadway Department, and the operations of this branch are also set out in the report of the Assistant Engineer in charge of roadways.

SEWERS.

During the year 25,320 lineal feet of sewers of various kinds were constructed. This brings the total mileage of sewers within the City to 245.11.

During the year the Department also constructed, by day labor,

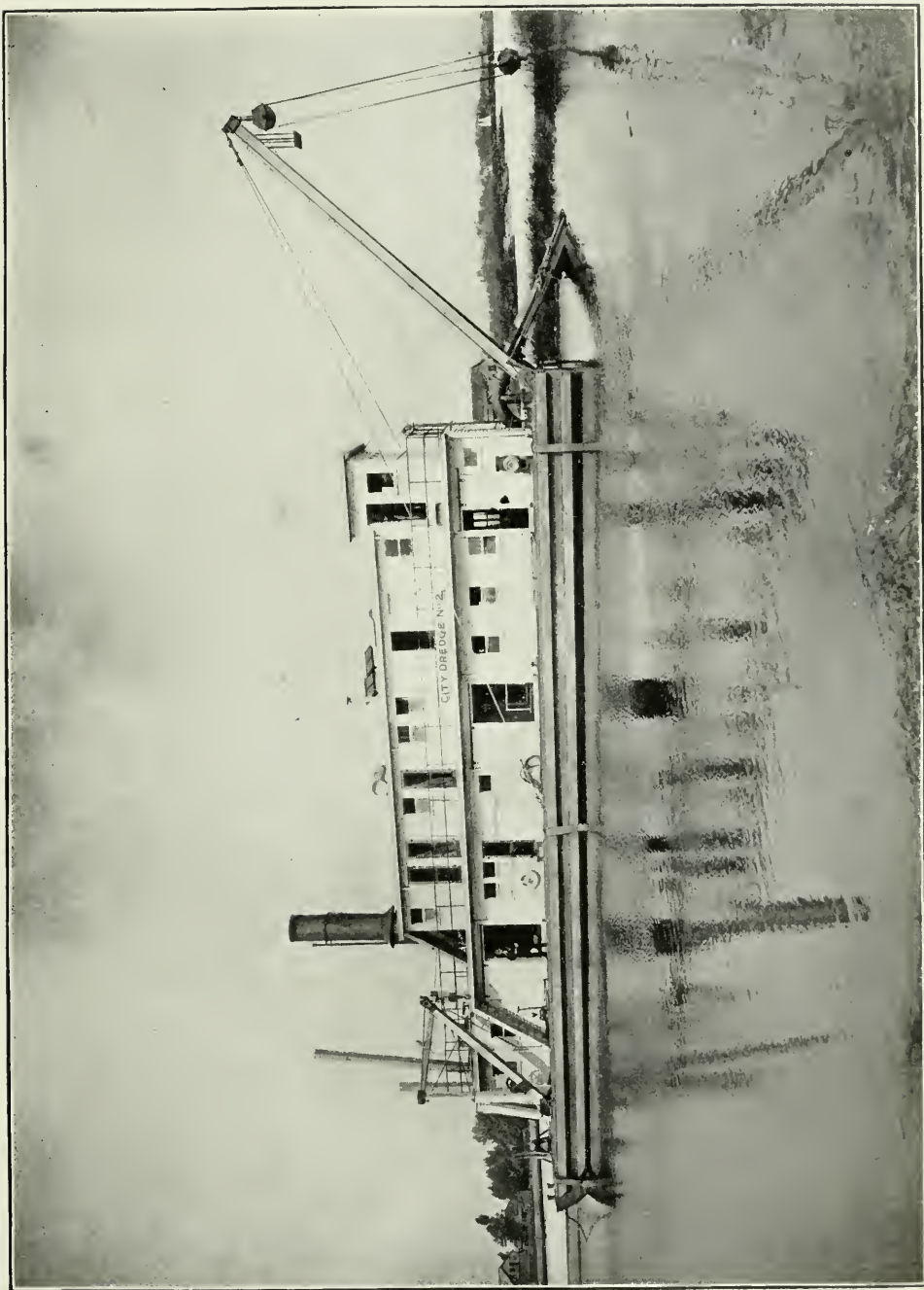
| | | | | |
|------------------------------------|---|---|--------|---|
| 48,408 lineal feet of 6-in. drain. | | | | |
| 3,032 | " | " | 9-in. | " |
| 103 | " | " | 12-in. | " |
| 40 | " | " | 18-in. | " |

from a connection with the main sewer to the property line, the cost of which was paid for by the property owners. This is an increase of 14,000 lineal feet over 1904, and indicates the great increase in the number of houses being erected.

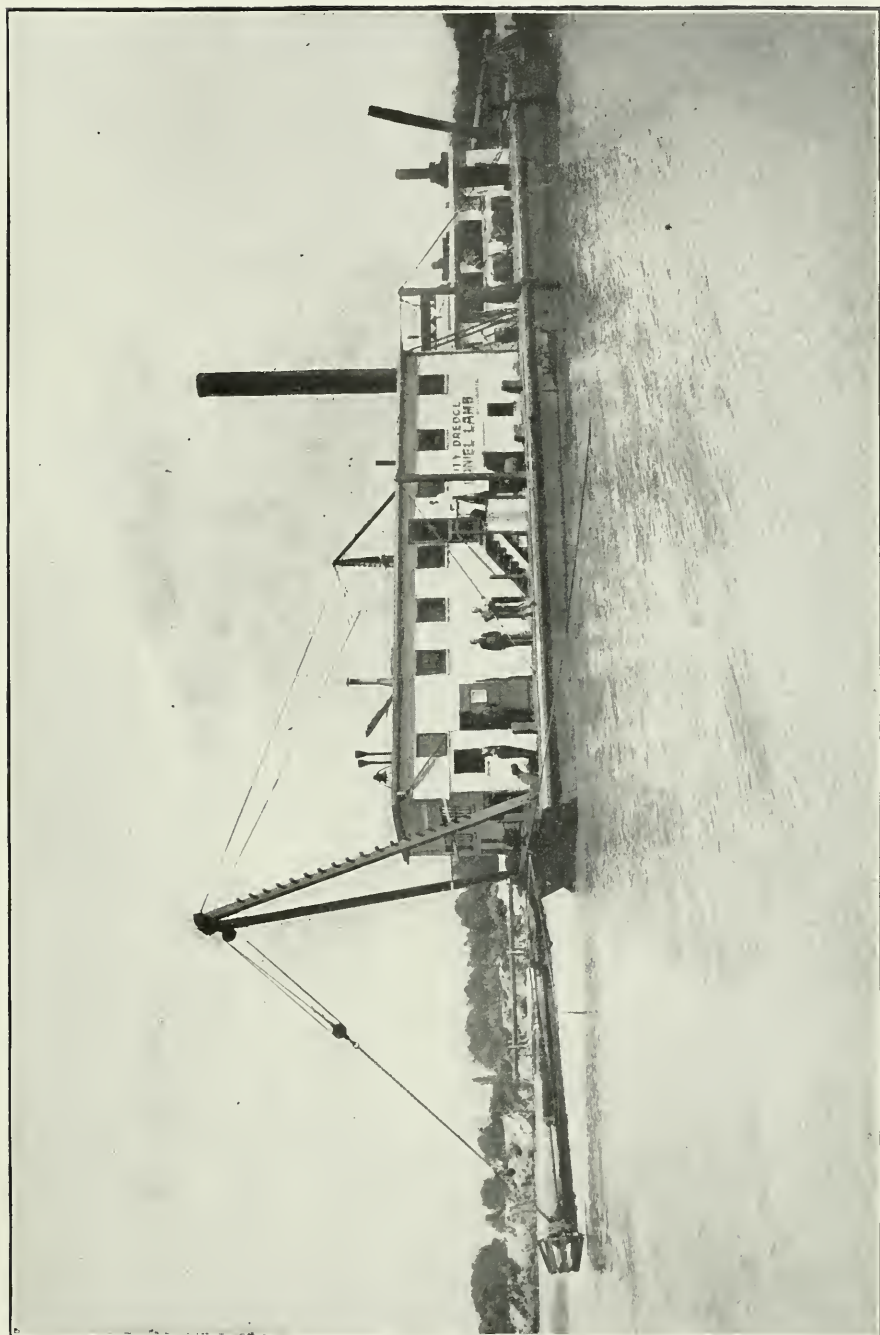
DREDGING SLIPS.

The usual dredging was done in the slips on the Bay front into which the various sewers empty, the total quantity of material moved being 16,273 cubic yards. This material was deposited in the lake a distance of about 8 miles from the eastern entrance.

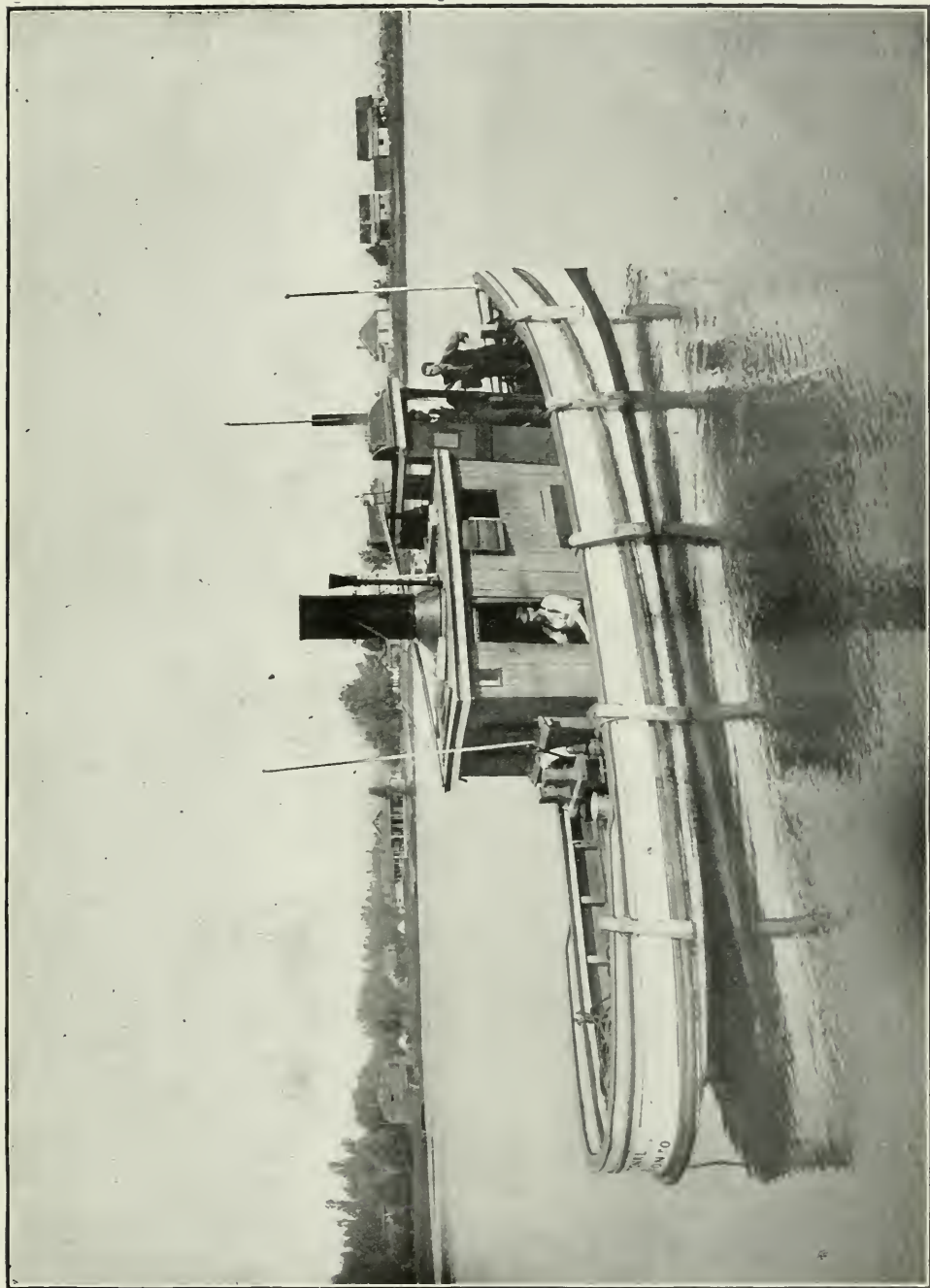
For further information in connection with this Department I beg to refer you to the Assistant Engineer in charge of the work.



CITY DREDGE No. 2—BUILT 1906



CITY DREDGE "DANIEL LAMB"—BUILT 1896



CITY TUG "NATIONAL"

TELEPHONE AND ELECTRIC LIGHT CONDUITS.

During the year the Bell Telephone Co. constructed 24,315 feet of conduits, equal to 160,674 duct feet.

The Toronto Electric Light Co. constructed 6,660 lineal feet or 99,900 duct feet.

REPAIRS AND MAINTENANCE OF BRIDGES, WHARVES, ETC.

During the year the usual repairs were done to the various bridges.

Two small wharves were constructed at the Island, one near the bridge over Long Pond, for the delivery and collection of freight, and the other at the end of the lagoon close to the Lakeside Home.

A new shelter has also been erected at Centre Island wharf.

The necessary repairs have been carried out to the City docks.

The various free-bathing stations have been carefully inspected and visited. These stations should be extended, as during the season the attendance has greatly increased. The station at Sunnyside is very much congested, and an additional 100 feet of land east of the present baths should be provided.

Two new lavatories are now in course of erection, the one at the corner of Yonge and Cottingham Streets, being overhead, and the other at the corner of Spadina Avenue and Queen Street, being underground.

WATER WORKS MATTERS.

The new 15-million gallon vertical, triple expansion engine has been installed and, although still in the contractors' hands, is now pumping water into the system. This engine was designed by the Allis-Chalmers Company, and constructed by the John Inglis Company of this City, the amount of their contract being \$150,000. The entire work reflects great credit upon both the designers and the constructors. The official test has not been made, but sufficient information has been gathered to show that the engine will exceed the requirements of the contract.

Another engine of a similar capacity should now be provided.

In connection with the By-law providing for the sum of \$1,000,000 for water works improvements, a 36-inch main has been constructed from the corner of Bathurst and College Streets to the Rosehill Reservoir, a distance of 16,700 feet, the total cost of this main being \$171,-

688.42. A 24-inch main has also been constructed from the corner of Church and Front to the corner of Queen and Sumach, and a 16-inch main has been carried from this point along Queen Street to the corner of Broadview Avenue.

SIX-FOOT CONDUIT.

The contractor for this work has completed the laying of the pipe, from the shore crib to the south tunnel shaft, a distance of about one mile, and also the greater part of the filling over the same.

The contract has been let for the construction of a tunnel, from the north end of this conduit carried under the bay to the Pumping Station at the foot of John Street, a distance of 5,130 feet, the area of the tunnel being equal to that of a cylinder 8 feet 4 inches in diameter. The contract price is \$269,000.

For details in connection with the Water Works Branch of the Department, I would refer you to the report of the Deputy City Engineer.

Respectfully submitted,

C. H. RUST.

*City Engineer and Chief Engineer
and Manager of the Water Works.*



MCPHERSON AVENUE ASPHALT BLOCK

PAVEMENTS, ROADWAYS, PERMANENT SIDEWALKS, PLANK SIDEWALKS AND REPAIRS.

CITY ENGINEER'S DEPARTMENT,

Toronto, December 31st, 1905.

MR. C. H. RUST,

City Engineer.

DEAR SIR,—The following report shows in general and detail the extent and cost of all work done under the supervision of the Roadway's Branch of the City Engineer's Department of the City of Toronto for the year 1905.

Three hundred and eighty-six separate works were undertaken, and the construction of 80 private permanent walks superintended, making in all 466 works undertaken during the year. This is an increase in the number of works undertaken during the year of 68 over 1904; of 99 over 1903; and of 244 over 1901, and is the greatest number ever undertaken by the Department in any one year.

A summary of the works follows:

| | |
|-------------------------------|-----|
| Carried over from 1904..... | 47 |
| Contract works | 265 |
| Day labor works | 121 |
| Private permanent walks | 80 |
| <hr/> | |
| Total works undertaken..... | 466 |

The work done included the construction of 17.902 miles of pavements, and 37.537 miles of concrete and brick sidewalks. A reference to Table No. 2 shows that this is an increase in mileage of pavements constructed as compared with 1904 of 3.146 miles, or 21 per cent., and that, while there is an increase shown in all classes of pavements, except asphalt, the increase in permanent pavements constitutes 80 per cent. of the total increase. The mileage of asphalt pavement constructed shows a decrease of nearly 15 per cent. when compared with the mileage constructed in 1904. This decrease is to be regretted, because, at the prices ruling during the last two years for asphalt pavements, this class of pavement is unquestionably the most economical as well as the most reliable.

37.537 miles of concrete and brick sidewalks were constructed dur-

ing the year 1905. This is an increase of nearly 21 per cent. when compared with the mileage constructed during 1904, and is an increase of 8 per cent. over the mileage constructed during 1903, which, up to that time, was the greatest number ever undertaken in any one year by the City of Toronto..

The system of the City Engineer tendering in competition with contractors was continued during 1905, with what should be considered satisfactory results, when the amount of work done by day labor and the actual cost of construction are considered. His tender was found to be lowest on 130 contracts—103 sidewalks and 27 pavements and roadways—18 works were done by order of Council without the formality of calling for tenders, and 4 were taken from successful tenderers and done by day labor on account of dilatoriness on the part of contractors. Of these, 121 were carried out as day labor works under the supervision of the Department, while the remaining 31 were done by contractors at the Engineer's contract prices, whereby a saving was effected to the ratepayers of nearly \$1,200. Tables 10 and 11 show the actual cost of these works, also the loss or gain when compared with the next lowest contractor's tender.

The following table classifies the various works constructed during the year 1905, as compared with those constructed during 1904. Only in the number of asphalt pavements and macadam roadways is there seen a decrease. The total shows an increase over 1904 of 68 in the number of works constructed under the direction of this Department:

TABLE No. 1.

| <i>Class of Work.</i> | <i>No. of Works.</i> | |
|---|----------------------|-------|
| | 1904. | 1905. |
| Asphalt | 33 | 30 |
| Bitulithic | 4 | 9 |
| *Brick on concrete | 12 | 12 |
| Concrete | 1 | 2 |
| Cedar block, on sand | 3 | 4 |
| Cedar block, on concrete | .. | 2 |
| †Macadam | 14 | 12 |
| Tar macadam, 1904 specifications..... | 8 | 3 |
| §Tar macadam, 1905 specifications..... | .. | 6 |
| Construction of new track allowance..... | 1 | 2 |
| Reconstruction of T. A. (brick, scoria, concrete).. | 4 | 4 |
| Grading | 2 | 2 |
| Brick sidewalks | 1 | 1 |

| <i>Class of Work.</i> | <i>No. of Works.</i> | |
|-------------------------------------|----------------------|-----------|
| | 1904. | 1905. |
| Concrete sidewalks | 247 | 279 |
| Private contracts (sidewalks) | 62 | 80 |
| Concrete curbing | 6 | 15 |
| Granite setts | .. | 1 |
| Treated wood blocks | .. | 2 |
| | <hr/> 398 | <hr/> 466 |

* Including vitrified block.

† Including reconstruction.

§ Including bituminous macadam.

In connection with pavements and sidewalks, including those proposed but not carried out, the following numbers of plans, drawings, and estimates were made:

| | |
|-------------------------|-----|
| Roadway plans | 80 |
| Detailed drawings | 15 |
| Estimates | 611 |

TABLE No. 2.
MILEAGE OF DIFFERENT CLASSES OF PAVEMENTS, ROADWAYS AND SIDEWALKS LAID FROM 1890 TO 1905.

| Class of Work. | 1890 | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 |
|-----------------------------|--------|--------|--------|--------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Pavements & Roadways: | | | | | | | | | | | | | | | | |
| Asphalt..... | 1.73 | 1.635 | ..... | 5.607 | 3.067 | 1.156 | 0.366 | 0.460 | 3.408 | 6.215 | 6.348 | 4.449 | 5.257 | 6.662 | 6.336 | 5.404 |
| Bitulithic..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.063 | 1.528 | 1.635 |
| Cedar bl'k on sand | 15.51 | 9.186 | 3.349 | 3.249 | 0.852 | 1.753 | 0.428 | 2.459 | 4.831 | 3.151 | 7.842 | 2.725 | 2.191 | 1.774 | 0.511 | .630 |
| & pl'k found't'n | ..... | 0.123 | 0.494 | ..... | 0.659 | 1.663 | 1.661 | 0.510 | 2.089 | 5.013 | 2.503 | 2.733 | 5.486 | 2.737 | 1.940 | 3.373 |
| Macadam..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.148 | 0.920 | 1.257 |
| Tar macadam..... | ..... | ..... | 0.366 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.068 | ..... | ..... | ..... | ..... | ..... |
| Cobble..... | 0.10 | 0.069 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.067 | ..... | ..... | ..... | 0.021 | ..... | .035 |
| Tamarac on con. | 0.192 | 0.077 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.079 | ..... | 0.021 | ..... | 0.069 | ..... | .500 |
| Cedar bl'k on con. | ..... | ..... | 8.416 | 2.185 | 0.826 | 0.227 | 0.038 | ..... | 0.084 | 0.079 | ..... | 0.028 | ..... | 0.427 | ..... | .662 |
| Stonesetts on con. | ..... | ..... | 0.705 | 3.743 | 2.563 | 0.085 | ..... | ..... | ..... | 1.367 | 0.107 | 0.669 | ..... | ..... | ..... | .600 |
| Scoria bl'ks on con | 0.138 | ..... | 0.028 | ..... | ..... | 0.117 | ..... | ..... | 2.986 | 3.670 | 5.472 | 2.885 | 4.272 | ..... | 0.613 | .600 |
| Brick on con..... | ..... | ..... | ..... | 3.964 | 0.787 | 0.744 | 1.032 | 5.803 | 6.079 | 0.943 | 0.057 | ..... | ..... | 2.602 | 2.876 | 3.751 |
| Brick on gravel..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.028 | 0.838 | 0.352 | 0.546 | 0.516 | 1.627 | ..... | ..... | ..... | ..... |
| Br'k on br'k'n st'n | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.546 | ..... | ..... | ..... | ..... | ..... | ..... |
| Concrete pavem'ts | ..... | ..... | ..... | ..... | ..... | 0.071 | ..... | ..... | 0.057 | 0.069 | 0.303 | 0.222 | 0.041 | 0.147 | 0.053 | .055 |
| Gravel..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.138 | 4.756 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Concrete in track allowance | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.203 | 0.270 | 0.186 | ..... | 0.398 | ..... |
| Totals..... | 17.670 | 11.090 | 19.574 | 18.748 | 8.154 | 5.816 | 3.553 | 13.208 | 24.042 | 21.120 | 24.666 | 15.629 | 17.413 | 16.839 | 14.756 | 17.902 |
| Sidewalks: | | | | | | | | | | | | | | | | |
| Concrete..... | 1.426 | 1.930 | 1.508 | 2.259 | 1.137 | 1.918 | 0.612 | 1.050 | 2.548 | 5.474 | 15.227 | 17.305 | 27.360 | 34.896 | 31.058 | 37.500 |
| Stone flag..... | 1.273 | 0.398 | 0.104 | 0.035 | 0.011 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Brick..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.204 | 0.823 | 1.188 | 0.292 | 0.038 | 0.511 | 0.049 | 0.093 | 0.001 | .037 |
| Totals..... | 2.699 | 2.328 | 1.612 | 2.294 | 1.148 | 1.918 | 0.816 | 1.873 | 3.736 | 5.766 | 15.265 | 17.816 | 27.409 | 34.989 | 31.059 | 37.537 |

The first pavements laid under the Local Improvement System were constructed during the year 1881, and the annual variation in mileage of paved and unpaved streets, with classification of same, up to the end of 1905, is shown in Table No. 3:

TABLE No. 3.
SHOWING THE DIFFERENT CLASSES OF PAVEMENTS AND ROADWAYS AND MILEAGE OF SAME FROM 1881 TO 1905.

| Year. | Cedar Block. | Stone and Scoria. | Asphalt. | Wood on Concrete. | Macadam. | Tar Macadam. | Bituthite. | Brick. | Gravel. | Concrete. | Unpaved. | Total Mileage. |
|-------|--------------|-------------------|----------|-------------------|----------|--------------|------------|--------|---------|-----------|----------|----------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 1881. | 3.51 | 0.03 | ..... | ..... | 50.92 | ..... | ..... | ..... | ..... | ..... | 62.39 | 116.85 |
| 1882. | 13.41 | 0.03 | ..... | ..... | 48.28 | ..... | ..... | ..... | ..... | ..... | 55.13 | 116.85 |
| 1883. | 26.90 | 0.03 | ..... | ..... | 54.37 | ..... | ..... | ..... | ..... | ..... | 54.07 | 135.57 |
| 1884. | 33.76 | 0.25 | ..... | ..... | 52.32 | ..... | ..... | ..... | ..... | ..... | 76.77 | 163.10 |
| 1885. | 39.84 | 0.25 | ..... | ..... | 50.17 | ..... | ..... | ..... | ..... | ..... | 75.98 | 166.24 |
| 1886. | 48.99 | 0.36 | ..... | ..... | 47.36 | ..... | ..... | ..... | ..... | ..... | 72.18 | 168.89 |
| 1887. | 64.11 | 0.36 | 0.07 | ..... | 45.14 | ..... | ..... | ..... | ..... | ..... | 59.21 | 168.89 |
| 1888. | 79.55 | 0.36 | 0.25 | ..... | 42.76 | ..... | ..... | ..... | ..... | ..... | 49.87 | 172.79 |
| 1889. | 92.39 | 0.36 | 3.36 | ..... | 38.65 | ..... | ..... | ..... | ..... | ..... | 107.43 | 242.19 |
| 1890. | 109.57 | 0.36 | 5.08 | ..... | 36.63 | ..... | ..... | ..... | ..... | ..... | 90.55 | 242.19 |
| 1891. | 116.83 | 0.59 | 6.66 | 0.49 | 36.39 | ..... | ..... | ..... | ..... | ..... | 89.44 | 250.40 |
| 1892. | 116.86 | 0.65 | 10.49 | 0.49 | 36.98 | ..... | ..... | ..... | ..... | ..... | 84.89 | 252.71 |
| 1893. | 112.19 | 0.79 | 11.28 | 0.49 | 34.98 | ..... | ..... | ..... | ..... | ..... | 82.05 | 253.35 |
| 1894. | 111.16 | 0.81 | 13.70 | 0.49 | 39.95 | ..... | ..... | ..... | ..... | ..... | 79.98 | 253.48 |
| 1895. | 109.78 | 0.81 | 14.58 | 0.49 | 39.15 | ..... | ..... | 0.38 | ..... | ..... | 79.48 | 256.40 |
| 1896. | 108.70 | 0.81 | 14.61 | 0.53 | 39.71 | ..... | ..... | 1.32 | ..... | ..... | 79.74 | 257.40 |
| 1897. | 101.36 | 0.81 | 15.07 | 0.53 | 40.50 | ..... | ..... | 5.58 | 3.22 | ..... | 78.45 | 258.30 |
| 1898. | 91.90 | 0.65 | 18.30 | 0.61 | 41.91 | ..... | ..... | 5.91 | 4.56 | ..... | 78.67 | 257.93 |
| 1899. | 81.77 | 0.65 | 24.33 | 0.67 | 45.03 | ..... | ..... | 8.77 | 5.03 | ..... | 78.14 | 259.13 |
| 1900. | 70.49 | 0.68 | 30.81 | 0.67 | 46.69 | 0.21 | ..... | 10.77 | 5.34 | ..... | 77.26 | 259.12 |
| 1901. | 61.48 | 0.81 | 34.92 | 0.67 | 48.36 | 0.26 | ..... | 11.53 | 5.54 | ..... | 77.22 | 259.60 |
| 1902. | 48.57 | 0.81 | 39.75 | 0.25 | 50.92 | 1.12 | ..... | 12.51 | 5.39 | ..... | 77.66 | 260.14 |
| 1903. | 43.25 | 1.15 | 46.44 | 0.26 | 50.11 | 3.20 | ..... | 14.24 | 5.87 | 0.14 | 79.39 | 265.40 |
| 1904. | *54.33 | 1.11 | 52.10 | 0.26 | *54.56 | 4.20 | ..... | 15.54 | 5.83 | 0.20 | 75.81 | 265.45 |
| 1905. | *48.83 | 1.74 | 56.29 | 0.26 | *54.92 | 5.46 | 3.22 | 17.14 | 5.83 | 0.13 | 82.36 | 276.13 |

*Including cedar block and macadam with paved track allowance respectively.

Table No. 4 shows the percentage of the different classes of pavements and roadways:

TABLE No. 4.

| | | |
|------------------------|-------|-----------|
| *Cedar block | 17.66 | per cent. |
| Stone and scoria | .63 | " |
| Asphalt | 20.36 | " |
| Wood on concrete | .09 | " |
| *Macadam | 19.90 | " |
| Tar macadam | 1.98 | " |
| Bitulithic | 1.15 | " |
| Brick | 6.26 | " |
| Gravel | 2.11 | " |
| Concrete | .05 | " |
| Unpaved | 29.81 | " |

* Including pavement with paved track allowance.

ASPHALT PAVEMENTS.

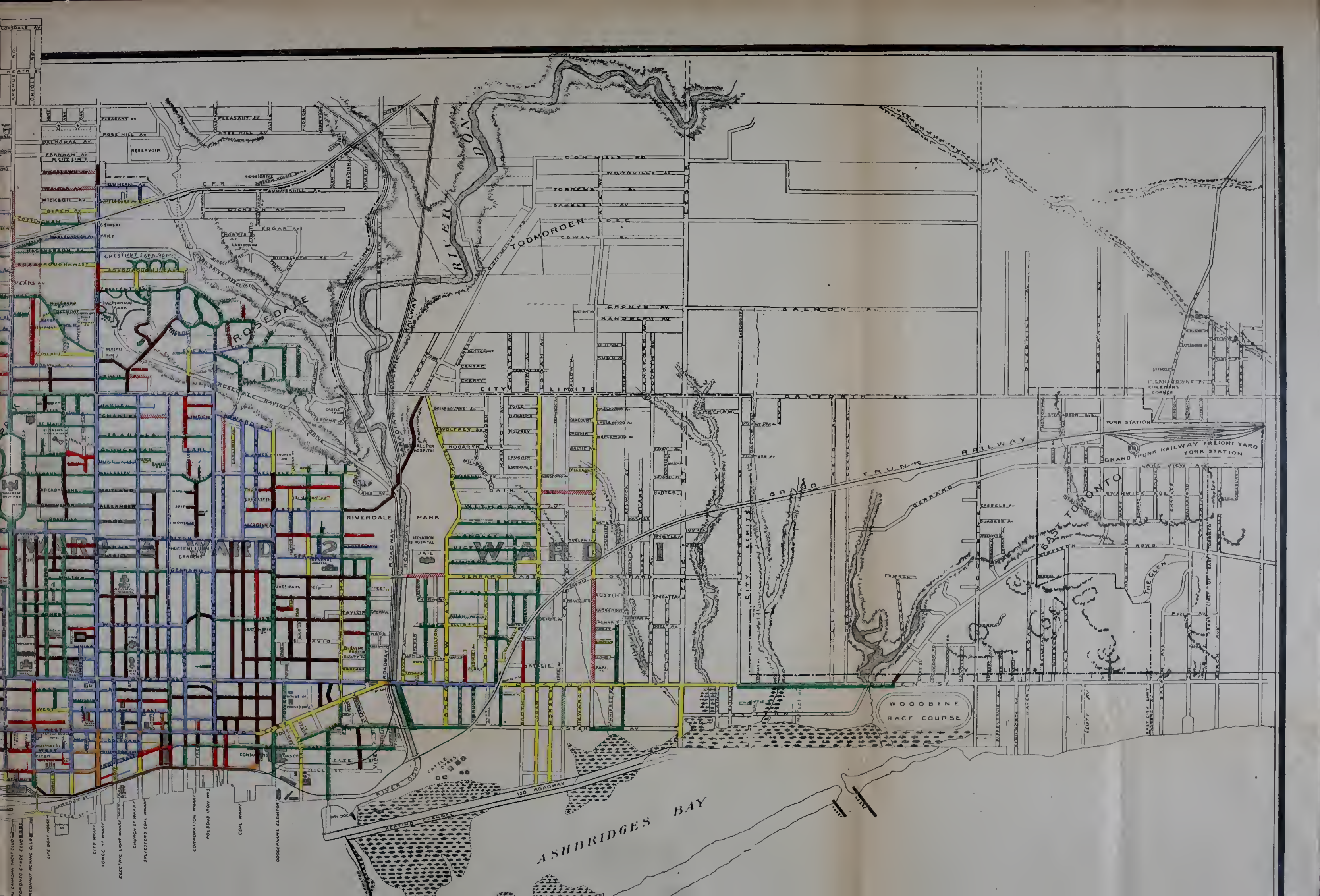
During the year 1905 five heavy asphalt pavements and twenty-five light asphalt pavements were constructed. The pavements laid aggregate 17,000 square yards of heavy asphalt, and 54,200 square yards of light asphalt, and a total length of 5.404 miles. The total length of asphalt pavements in the City is now 56.29 miles, or 20.36 per cent. of the total length of paved and unpaved streets in the City.

Last year a table was compiled showing the maximum, minimum, and average price of asphalt pavements, from 1901 to 1904 inclusive. Below is found this table brought to date by the addition of the prices that prevailed during 1905:

| | | Maximum. | Minimum. | Average. |
|------|-------------|----------|----------|-----------------------|
| 1901 | Heavy | \$2.70 | \$2.30 | \$2.54 $\frac{6}{10}$ |
| " | Light | 2.23 | 1.82 | 2.04 $\frac{1}{2}$ |
| 1902 | Heavy | 2.60 | 2.45 | 2.54 |
| " | Light | 2.15 | 1.66 | 2.01 $\frac{1}{4}$ |
| 1903 | Heavy | 2.50 | 2.14 | 2.21 $\frac{3}{5}$ |
| " | Light | 1.88 | 1.60 | 1.70 |
| 1904 | Heavy | 2.30 | 2.15 | 2.22 $\frac{6}{10}$ |
| " | Light | 1.83 | 1.53 | 1.65 |
| 1905 | Heavy | 2.19 | 1.99 | 2.05 |
| " | Light | 1.66 | 1.36 | 1.51 |

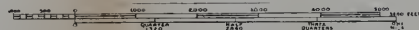
This shows a drop of 8 per cent. in the contract cost of heavy asphalt, and 8 $\frac{1}{2}$ per cent. in that of light asphalt when compared with the prices prevailing in 1904.





H U M B E R B A Y

PLAN
OF THE
CITY OF TORONTO





| REFERENCE 1905 | |
|--------------------|-------------|
| ASPHALT | Blue |
| ASPHALT BLOCK | Light Blue |
| BITULITHIC | Red |
| BRICK | Dark Red |
| CEDAR BLOCK | Yellow |
| TREATED WOOD BLOCK | Light Green |
| GRAVEL | Dark Green |
| MACADAM | Dark Green |
| OLD MACADAM | Dark Green |
| TAR MACADAM | Dark Green |
| STONE and SCORIA | Orange |
| UNPAVED | White |

CITY ENGINEERS OFFICE

TORONTO, DEC. 1905.

Chas. R. Smith
CITY ENGINEER.

The repairing of asphalt pavements, upon which the terms of guarantee have expired, was let by tender, the prices for the year being 89 cents and 82 cents for the heavy and light asphalt surfaces respectively, and \$5.34 per cubic yard for concrete foundation. There was expended during the year the sum of \$22,600 for asphalt repairs.

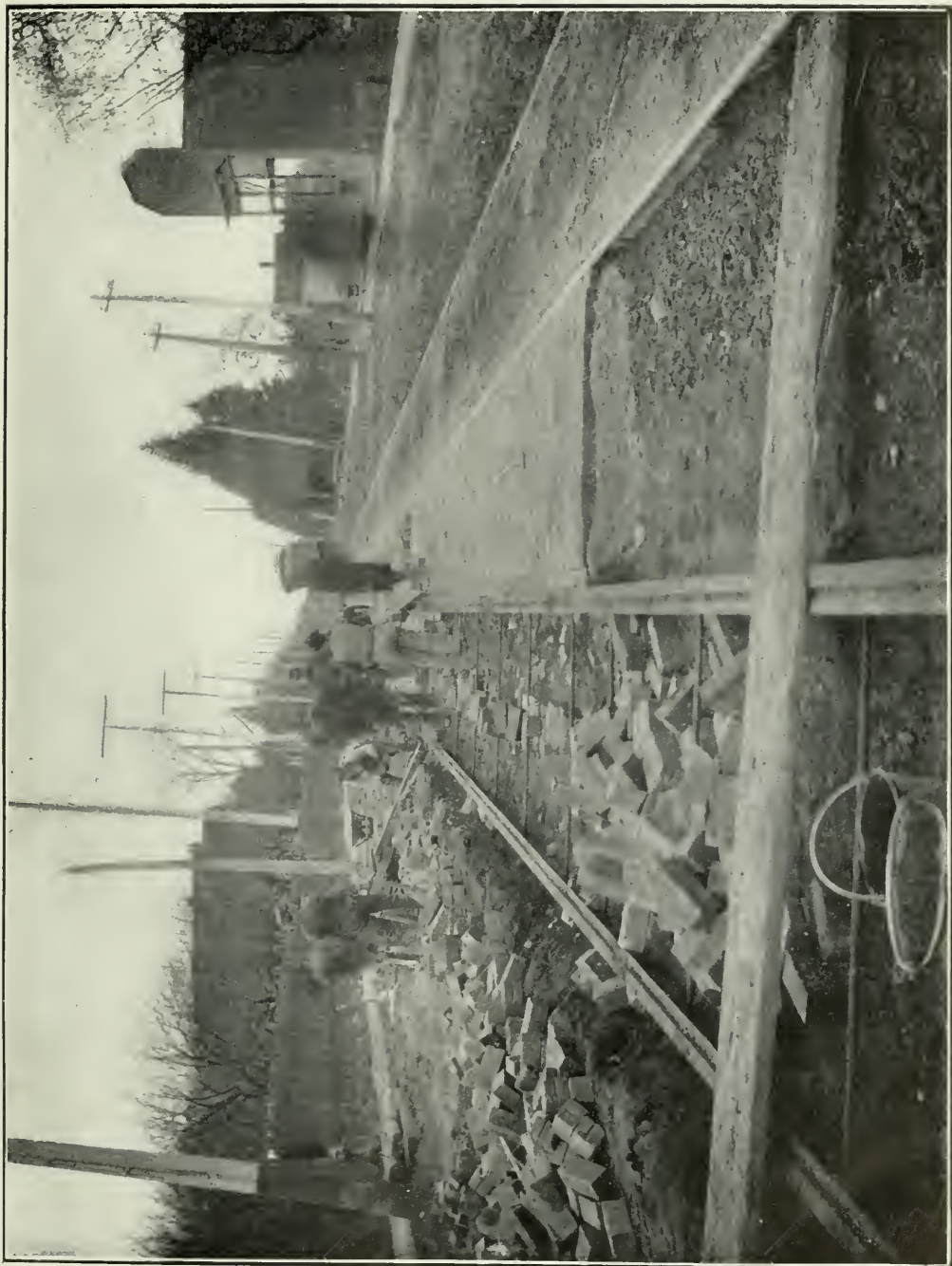
Concrete curbing has entirely superseded stone curbing in the construction of asphalt pavements, 41,253 lineal feet of combined concrete curb and gutter, and 7,500 lineal feet of concrete gutter only having been laid during the year 1905. The 5-in. concrete curb is found to be too light a construction to give the necessary stability to the pavement, and it is proposed in future to favor more largely the use of 6-in. curbing. This will add very little to the cost, and much to the appearance and character of the work.

The quantities, prices and other details connected with the asphalt pavements constructed during the year are tabulated in Tables Nos. 7 and 8. The physical and chemical details of the asphalt mixtures used in paving during the year are also tabulated separately.

Table No. 5 is a list of the streets paved with asphalt on which the contractors' terms of guarantee have expired:

TABLE No. 5.
SHOWING STREETS PAVED WITH ASPHALT UPON WHICH THE CONTRACTORS'
GUARANTEES HAVE EXPIRED.

| Street. | From. | To. | Length Feet. | Date of Expiry of Guarantee. | |
|-----------------------------------|--------------------|----------------------|-----------------|---------------------------------|----------|
| Jarvis | Queen | Bloor | 6,734 | Oct. | 1, 1894 |
| Wellington | Church | Yonge | 900 | June | 28, 1894 |
| Sherbourne | Queen | Bloor | 6,786 | June | 1, 1895 |
| Simcoe | King | Queen | 1,182 | Aug. | 1, 1895 |
| Ontario | Carlton | Howard | 2,824 | July | 28, 1895 |
| Sherbourne | King | Queen | 1,160 | July | 2, 1895 |
| Bloor | Yonge | Sherbourne | 2,661 | Nov. | 18, 1895 |
| Scott | Front | Colborne | 374 | Nov. | 7, 1895 |
| Wellington | Bay | York | 848 | July | 18, 1896 |
| Gerrard | Jarvis | Sherbourne | 934 | July | 14, 1896 |
| Melinda | Yonge | Bay | 587 | Aug. | 5, 1896 |
| Jordon | Wellington | King | 379 | Aug. | 5, 1896 |
| Sherbourne | The bridge | South Drive | 1,076 | Nov. | 11, 1896 |
| Bay | King | Queen | 1,175 | Aug. | 15, 1896 |
| St. George | College | Bloor | 3,286 | Sept. | 25, 1896 |
| Toronto | N. line stone pvt. | Adelaide | 349 | May | 1, 1897 |
| Adelaide | York | Spadina | 3,001 | July | 21, 1897 |
| Victoria | King | Adelaide | 414 | Sept. | 1, 1897 |
| Rose | Howard | Winchester | 2,134 | Sept. | 1, 1897 |
| Yonge | King | Hayter | 4,000 | Nov. | 9, 1897 |
| St. James | Ontario | Parliament | 595 | Sept. | 7, 1897 |
| Yonge | Hayter | Grenville | 944 | Nov. | 14, 1897 |
| Devonshire Pl. | Hoskin | Bloor | 1,228 | Sept. | 30, 1897 |
| Yonge | Grenville | Bloor | 3,099 | Nov. | 25, 1897 |
| Richmond | Victoria | Bay | 852 | June | 27, 1898 |
| Earl | Sherbourne | West terminus | 634 | July | 13, 1898 |
| Winchester | Parliament | Sumach | 1,512 | Aug. | 24, 1898 |
| Munn's Lane | Wellington | 218 ft. North | 218 | Aug. | 23, 1898 |
| Czar | Yonge | North | 666 | Sept. | 25, 1898 |
| Lane Around Inland Revenue Office | | | 265 | Oct. | 5, 1898 |
| Linden | Sherbourne | Huntley | 585 | Oct. | 21, 1898 |
| Hoshin | St. George | Queen's Pk. cr. | 1,130 | June | 27, 1899 |
| Carlton | Jarvis | Sherbourne | 937 | June | 7, 1899 |
| Queen | Yonge | River | 6,084 | July | 14, 1899 |
| Bleecker | Carlton | Wellesley | 1,412 | July | 5, 1899 |
| Wellesley | Sherbourne | Parliament | 1,227 | Sept. | 25, 1899 |
| Cecil | Spadina | Beverley | 1,052 | Sept. | 27, 1899 |
| Adelaide | Yonge | Church | 903 | Nov. | 8, 1899 |
| King | Simcoe | Sherbourne | 4,999 | June | 15, 1899 |
| Leader Lane | King | Colborne | 197 | May | 25, 1900 |
| Avenue Rd. (tr'ks) | Bloor | Davenport | 2,289 | May | 21, 1900 |
| Avenue Road | Bloor | Davenport | 2,289 | Aug. | 29, 1900 |
| St. Patrick | McCaul | Beverley | 606 | Sept. | 9, 1900 |
| Victoria | Adelaide | Queen | 694 | Sept. | 28, 1900 |
| Lane 1st W. of } Yonge | Adelaide | Temperance | 177 | May | 28, 1901 |
| Also lane running | E. and W. from | above lane | 303 | May | 28, 1901 |
| Leader Lane | Wellington | Colborne | 193 | May | 25, 1901 |
| Queen Street bridge | ge | At Don | 134 | July | 25, 1905 |



QUEEN EAST BRICK TRACK ALLOWANCE

BRICK PAVEMENTS.

In 1905 brick pavements on streets aggregate 1.633 miles, as compared with 1.402 miles constructed in 1904, and the construction and reconstruction of track allowance aggregated 2,118 miles, as compared with 1.474 miles constructed in 1904. Compared as to area, 41,656 square yards of brick pavement of all kinds was constructed in 1905, and 37,946 square yards in 1904. Of this total area, 10,415 square yards was laid with Canadian vitrified brick, and 31,241 square yards with American vitrified block. In last year's Annual Report I anticipated this preponderance of the American product, and submit that the result is quite justifiable, when the price and quality are compared. At the lowest ruling prices, the Canadian brick required to lay one square yard of pavement cost 94½ cents, and the American blocks required to lay a similar area cost 97 cents, while the quality of the product, as determined by the standard abrasion test after 1,000 revolutions and 2,000 revolutions, is represented by the ratio:

| | | |
|--|------|-----------|
| Canadian (after 1,000 revolutions)..... | 17.7 | per cent. |
| American " " | 11.8 | " |
| Canadian (after 2,000 revolutions)..... | 26.2 | " |
| American " " | 17.6 | " |

To obtain these results, 110 samples of Canadian brick were tested, and 160 samples of American block.

The track allowance construction during the year shows .924 miles of new vitrified block construction, 1.194 miles of vitrified block reconstruction, and .600 miles of scoria block reconstruction, or a total of 2.718 miles of all kinds, as compared with 2.485 miles constructed in 1904.

In constructing brick pavements during the year 13,690 lineal feet of concrete curb, and 1,788 lineal feet of stone curb was placed.

The quantities, prices and other details of the brick pavement constructed during the year are shown in Tables No. 7 and No. 8.

CEDAR BLOCK PAVEMENTS.

It is gratifying to be able to note that the increase in the mileage of cedar block pavements on sand is very small; .630 miles, as compared with .511 miles laid in 1904, while in 1900, 7.842 miles of this class of pavement was laid. On sections of two streets, cedar blocks on a

concrete foundation was the class of pavement constructed, the blocks in one case being blinded with gravel, and the other case with heated gravel saturated with a mixture of one part of coal tar to two parts of pitch, added at a temperature of 275 degrees Fahrenheit. Half a mile of this class of pavement was constructed.

In connection with cedar block paving, 2,216 lineal feet of concrete curb, 5,513 lineal feet of stone curb and 3,361 lineal feet of wooden curb was constructed. Tables Nos. 7 and 8 show in detail the quantities and cost of the cedar block pavement laid during the year. Table No. 6 shows the sections of streets on which the final assessment for pavements has been paid or will be paid during the ensuing year. Many of these pavements are beyond repair.

TABLE No. 6.

LIST SHOWING DATE OF FINAL ASSESSMENT ON DIFFERENT CLASSES OF PAVEMENTS.

| Street. | From. | To. | Class of Pavement. | Date When Laid. | Date Final Assessment Paid. |
|--------------------|------------------|---------------------|--------------------|-----------------|-----------------------------|
| Adelaide | York | Spadina | Asphalt. | 1892 | 1900 |
| Adelaide | Bay | York | Cedar bl'ck | 1899 | 1904 |
| Adelaide | Yonge | Church | Asphalt .. | 1894 | 1904 |
| Afton Ave | Lisgar | Northcote | Gravel | 1898 | 1901 |
| Argyle | Dundas | Gladstone | Cedar bl'ck | 1895 | 1900 |
| Arthur | Bathurst | Euclid | " | 1898 | 1903 |
| Argyle | Dundas | Shaw | " | 1900 | 1905 |
| Arthur | Euclid | Dundas | " | 1900 | 1005 |
| Avenue Rd | Bloor | Davenport | Asphalt .. | 1895 | 1905 |
| Barton Ave. | Manning | Euclid | Cedar bl'ck | 1890 | 1900 |
| Barton Ave. | Palmerston | Euclid | " | 1892 | 1897 |
| Barton Ave. | Brunswick | Howland | " | 1892 | 1898 |
| Bathurst | S. s. of bridge. | North Ry. Gate. | " | 1886 | 1897 |
| Bathurst | Front | Niagara | " | 1898 | 1903 |
| Bay | King | Queen | Asphalt .. | 1891 | 1899 |
| Bay | Front | Esplanade | Cedar bl'ck | 1899 | 1904 |
| Beaconsfield Av. . | Queen | Afton | Gravel | 1898 | 1901 |
| Beaconsfield Av. . | Afton | Dundas | " | 1898 | 1901 |
| Beatty Ave. | King | Queen | Cedar bl'ck | 1899 | 1904 |
| Beau | Elm | South Drive | Macadam .. | 1900 | 1905 |
| Bellwoods | Queen | Mansfield | Cedar bl'ck | 1900 | 1905 |
| Beverley | Queen | College | Macadam .. | 1896 | 1901 |
| Berryman | Davenport | Hazelton | Cedar bl'ck | 1900 | 1905 |
| Birch Ave | Yonge | West terminus. . | " | 1890 | 1900 |
| Bismarck Ave. . | Yonge | Park Rd. | Macadam. . | 1891 | 1897 |
| Bismarck Ave. . | Park Rd | East End | Cedar bl'ck | 1891 | 1897 |
| Bleecker | Wellesley | Howard | " | 1893 | 1898 |
| Bleecker | Carlton | Wellesley | Asphalt | 1894 | 1902 |
| Blevins | Sumach | East End. | Cedar bl'ck | 1896 | 1897 |
| Bloor | Yonge | Avenue Road. . | Macadam. . | 1889 | 1895 |
| Bloor | Yonge | Sherbourne | Asphalt | 1890 | 1900 |
| Bloor | Bathurst | Clinton | Cedar bl'ck | 1889 | 1901 |
| Bloor | Shaw | Dufferin | " | 1890 | 1901 |
| Bloor | Clinton | Shaw | " | 1891 | 1901 |
| Bloor | Dufferin | Lansdowne | " | 1894 | 1901 |
| Bolton Ave | Queen | Gerrard | " | 1898 | 1903 |
| Booth Ave | Queen | Eastern | " | 1891 | 1896 |
| Borden. | Clster | Bloor | " | 1900 | 1905 |
| Breadalbane. . | Yonge | St. Vincent | Macadam .. | 1902 | 1905 |
| Brighton Ave .. | Pape | East End | Cedar bl'ck | 1890 | 1899 |
| Broadview Ave. . | Withrow Ave. . | Danforth Ave. . | " | 1890 | 1898 |
| Broadview Ave. . | Queen | Gerrard | " | 1887 | 1897 |
| Broadview Ave. . | Gerrard. | Withrow Ave. . | " | 1887 | 1897 |
| Broadview Ave. . | Queen | Eastern | " | 1891 | 1896 |
| Broadway Pl .. | Spadina | 159 ft. 3 in. west. | " | 1899 | 1904 |

| Street. | From. | To. | Class of Pavement. | Date When Laid. | Date Final Assessment Paid. |
|------------------------|--------------------------|------------------------|--------------------|-----------------|-----------------------------|
| Brock Ave | Railway tracks. | Dundas | Gravel | 1898 | 1901 |
| Brock Ave | Logan | Howland | Cedar bl'ck | 1888 | 1898 |
| Bruce | Shaw | Givens | " | 1892 | 1897 |
| Caer-Howell | McCaul | Simcoe | Macadam | 1902 | 1905 |
| Caer-Howell | University | Simcoe | " | 1902 | 1905 |
| Casimir | St. Patrick | North to a lane. | Cedar bl'ck | 1889 | 1898 |
| Cameron | Queen | Cameron Pl. | Br'k on gr'l | 1899 | 1905 |
| Carlaw Ave | Queen | Eastern | Cedar bl'ck | 1889 | 1899 |
| Carlaw Ave | Eastern | Bay | " | 1885 | 1897 |
| Carlton | Sackville | Sumach | Macadam | 1898 | 1903 |
| Carlton | Jarvis | Sherbourne | Asphalt | 1894 | 1904 |
| Carlyle | St. Patrick | 376 ft. north. | Cedar bl'ck | 1899 | 1904 |
| Caroline | Queen | Eastern | " | 1889 | 1899 |
| Carr | Esther | End of Carr. | " | 1894 | 1899 |
| Cecil | Spadina | Beverley | Asphalt | 1894 | 1904 |
| Charles | Church | Jarvis | Cedar bl'ck | 1897 | 1902 |
| Christie | Bloor | Melville | " | 1891 | 1898 |
| Churchill | Term. of pavy. | 136 ft. east. | " | 1893 | 1898 |
| Clara | Oak | Oxford | " | 1886 | 1896 |
| Clarence Square. | North-east and | South sides | " | 1898 | 1903 |
| Claremont | Arthur | Mansfield | " | 1900 | 1905 |
| Classic Pl. | Huron | East end | Macadam | 1897 | 1902 |
| Clifford | Stafford | Strachan | Cedar bl'ck | 1887 | 1897 |
| Clinton | Mansfield | College | " | 1899 | 1904 |
| Cluny Ave | Roxborough | Crescent Rd. | " | 1891 | 1897 |
| Colborne | Church | West Market | " | 1898 | 1903 |
| Collahie | Gladstone | Beaconsfield | Gravel | 1899 | 1902 |
| Cottingham | 1,350 ft. west of Yonge. | Avenue Rd. | Cedar bl'ck | 1886 | 1896 |
| Cottingham | Rathnally | Poplar Plains Rd. | " | 1889 | 1899 |
| Crawford | Arthur | North end | Br'k on gr'l | 1899 | 1905 |
| Crescent Rd. | Yonge | Rosedale Rd | Macadam | 1899 | 1904 |
| Crocker | Bellwoods | Claremont | Cedar bl'ck | 1890 | 1900 |
| Czar | Yonge | North | Asphalt | 1893 | 1901 |
| D'Arcy | McCaul | Spadina | Cedar bl'ck | 1895 | 1900 |
| Darling | North term | End of sewer. | " | 1891 | 1896 |
| Davenport Rd. | Yonge | Hazelton | Macadam | 1898 | 1903 |
| Davenport Rd. | Avenue Rd | 636 ft. west | " | 1900 | 1905 |
| Davies Ave. | Queen | Matilda | Cedar bl'ck | 1894 | 1899 |
| Defoe | Tecumseth | Niagara | " | 1890 | 1900 |
| Delaware Ave | College | Bloor | " | 1892 | 1897 |
| Delaware Ave | Bloor | Van Horne | " | 1891 | 1897 |
| Devonshire Pl. | Hosking | Bloor | Asphalt | 1892 | 1902 |
| Dewson | Ossington | Dovercourt | Cedar bl'ck | 1890 | 1900 |
| Division | Spadina | Huron | Macadam | 1899 | 1904 |
| Dovercourt Rd. | Bloor | Van Horne | Cedar bl'ck | 1891 | 1901 |
| Dovercourt Rd. | Queen | Dundas | Gravel | 1898 | 1901 |
| Dufferin | Peel | Dundas | " | 1898 | 1901 |

| Street. | From. | To. | Class of Pavement. | Date When Laid. | Date Final Assessment Paid. |
|-------------------------|----------------------|-----------------------|--------------------|-----------------|-----------------------------|
| Dufferin | King | G. T. R. | Cedar bl'ck | 1889 | 1898 |
| Dufferin | Bloor | Union | " | 1891 | 1901 |
| Dufferin | Dundas | Lindsay | Macadam .. | 1899 | 1904 |
| Dunn Ave | Queen | Lake | Gravel | 1898 | 1901 |
| Dunbar Rd. | Elm | South Drive . . . | Cedar bl'ck | 1890 | 1900 |
| Dundas | Sorauren | Bloor | " | 1893 | 1898 |
| Dundas | Ossington | Lansdowne | " | 1900 | 1905 |
| Dupont | Bathurst | Manning | " | 1892 | 1897 |
| Earl. | Sherbourne | West term | Asphalt | 1893 | 1898 |
| Elgin Ave. | Avenue Rd | Bedford Rd | Macadam .. | 1899 | 1904 |
| Elliott | Broadview | Bolton | Cedar bl'ck | 1898 | 1903 |
| Elm Grove | King | Queen | Gravel | 1898 | 1901 |
| Elm | Yonge | University | Macadam .. | 1899 | 1902 |
| Empress Cr. | Dowling | Jamieson | Cedar bl'ck | Parkdale | 1897 |
| Empress Cr. | Dunn | Jamieson | " | 1893 | 1898 |
| Euclid Ave. | Arthur | College | " | 1897 | 1902 |
| Euclid Ave. | Bloor | Follis | " | 1890 | 1898 |
| Euclid Ave. | Arthur | Robinson | " | 1899 | 1904 |
| Euclid Pl. | Euclid Ave. | East term. | " | 1893 | 1899 |
| Evans Ave. | Clinton | West term. | " | 1892 | 1898 |
| Farquhar's Lane | Front. | Esplanade | Cobble st'e | 1900 | 1905 |
| Fenning | Queen | Humbert | Brick | 1897 | 1903 |
| First Ave | Broadview | Logan | Macadam .. | 1899 | 1904 |
| Florence | Dufferin | Brock | Cedar bl'ck | 1899 | 1904 |
| Frankish | Brock | Sheridan | " | 1890 | 1899 |
| Frizzell | Carlaw. | Pape | " | 1891 | 1900 |
| Front | Sherbourne. | Trinity. | Macadam .. | 1899 | 1902 |
| Front | George | Sherbourne. | " | 1899 | 1902 |
| Foxley | Dundas | Dovercourt. | Gravel | 1898 | 1901 |
| Gerrard | Broadview | Howland. | Cedar bl'ck | 1888 | 1897 |
| Gerrard | Jarvis | Sherbourne | Asphalt | 1891 | 1901 |
| Gerrard | Yonge | Jarvis | Macadam .. | 1899 | 1904 |
| Gildersleeve. | Sumach | East end | Cedar bl'ck | 1894 | 1899 |
| Givens | Queen | Argyle | Macadam .. | 1898 | 1903 |
| Gladstone | Queen | Dundas | Cedar bl'ck | 1897 | 1902 |
| Gordon. | Sheridan | Dufferin | " | 1891 | 1896 |
| Grace | Arthur | College. | " | 1891 | 1902 |
| Grafton Ave. | Roncesvalles | Triller | " | 1891 | 1899 |
| Grand Opera House Lane. | Adelaide | 149 ft. South | Concrete | 1896 | 1902 |
| Grange Rd. | Beverley | McCaul | Macadam .. | 1900 | 1903 |
| Grange Ave. | Spadina | Esther. | Brick | 1897 | 1903 |
| Grange Ave. | Beverley | Huron. | Macadam | 1902 | 1905 |
| Grenville. | Yonge | Surrey Pl. | " | 1899 | 1905 |
| Grant | Kintyre | North Term | Cedar Bl'ck | 1890 | 1900 |
| Grosvenor | Yonge | Queen's Park. | Gravel | 1900 | 1903 |
| Gwynne Ave. | King | Queen | Cedar Bl'ck | 1898 | 1903 |

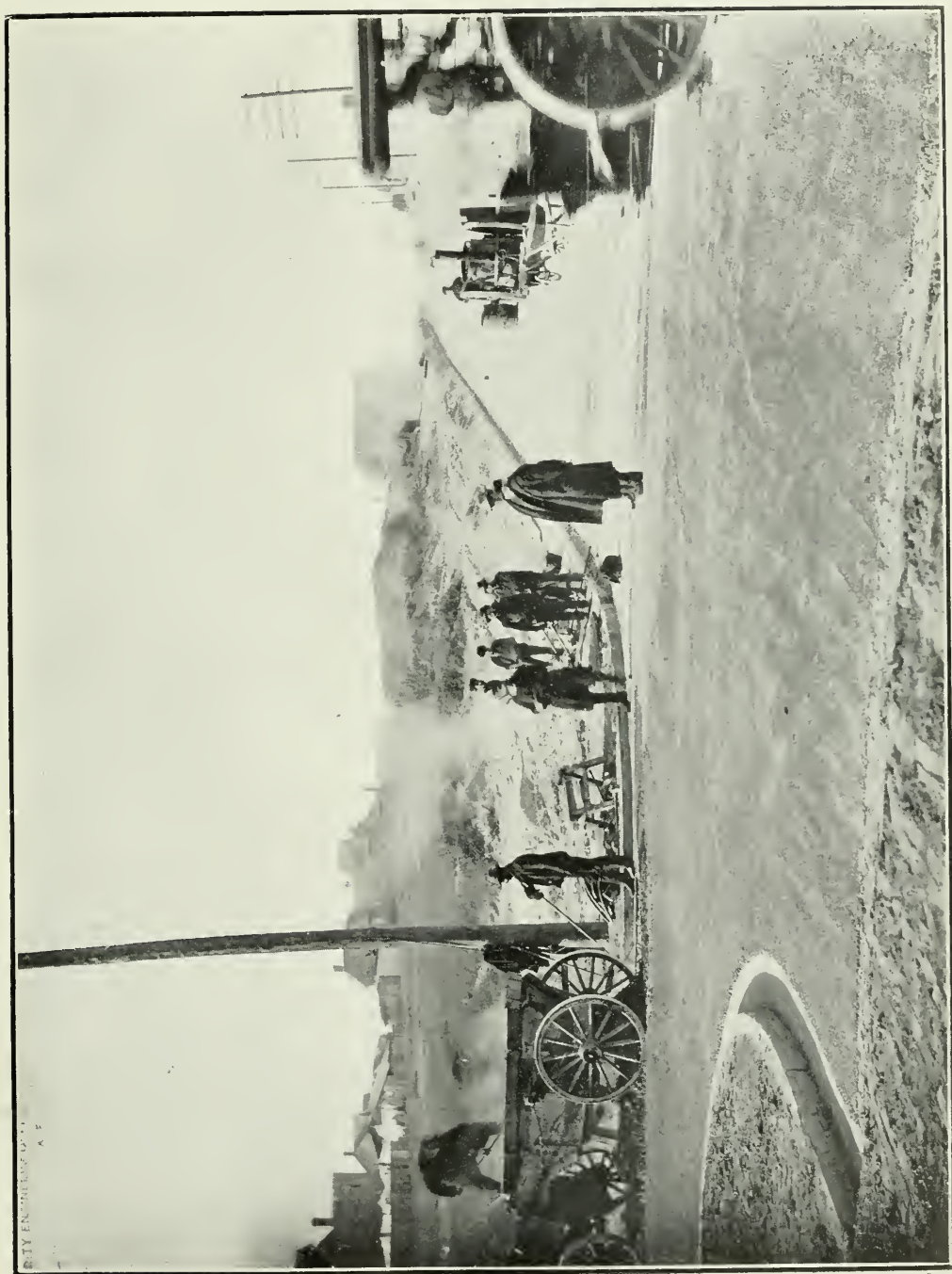
| Street. | From. | To. | Class of Pavement. | Date When Laid. | Date Final Assessment Paid. |
|-----------------------------------|--------------------------|---------------------|--------------------|-----------------|-----------------------------|
| Halton | Shaw | Dundas | Cedar Bl'ck | 1892 | 1897 |
| Hamburg Ave.. | Bloor | Union | " | 1891 | 1899 |
| Hamilton | Paul | Elliott | " | 1890 | 1899 |
| Hamilton | Queen | Paul | " | 1891 | 1896 |
| Harbord | Huron | Bathurst | " | 1897 | 1902 |
| Harbord.. | St. George .. | Huron | Macadam .. | 1898 | 1903 |
| Henderson | Clinton | Grace | Cedar Bl'ck | 1891 | 1898 |
| Henderson | Manning | Clinton | " | 1900 | 1905 |
| Herrick | Bathurst | Lippincott | " | 1892 | 1897 |
| Heward Ave ... | Queen | Eastern Ave. | " | 1889 | 1899 |
| Hickson | St. Clarens. | 294 ft. east | Macadam .. | 1900 | 1905 |
| High Park Ave. | Roncesvalles .. | High Park | Cedar Bl'ck | 1893 | 1899 |
| Hoskin Ave.... | St. George | Q's P'k Cres. Driv' | Asphalt | 1894 | 1904 |
| Howard Park Ave | Dundas | Roncesvalles ... | Cedar Bl'ck | 1891 | 1901 |
| Howie | Clark | North End | " | 1889 | 1899 |
| Humbert | Dovercourt.... | Dundas | " | 1898 | 1903 |
| Huntley | Bridge | Elm | " | 1890 | 1900 |
| Huron..... | Phoebe | Grange | " | 1893 | 1898 |
| Isabella..... | Sherbourne ... | Jarvis | Macadam .. | 1898 | 1901 |
| Jarvis | King | Queen | " | 1896 | 1899 |
| Jarvis | Queen | Bloor | Asphalt ... | 1889 | 1899 |
| John | King | Queen | Cedar Bl'ck | 1890 | 1900 |
| John | King | Front | Macadam .. | 1895 | 1899 |
| John | Bridge | Lake | " | 1898 | 1903 |
| Johnston's Lane | Adelaide | South end | Brick | 1897 | 1903 |
| Jordan | Wellington.... | King | Asphalt ... | 1891 | 1899 |
| King | 334 ft. w. of Jefferson. | 1900 ft. east | Tamarac .. | 1891 | 1899 |
| King | Simcoe..... | Sherbourne | Asphalt ... | 1893 | 1903 |
| Lane s. of King | E.S. L'der L'ne | End of lane | Concrete .. | 1895 | 1905 |
| Lane between St. Patrick & D'Arcy | Huron..... | Beverley | Cedar Bl'ck | 1892 | 1897 |
| Lane s. of Pearl | Near Simcoe ..... | ..... | Cobble ... | 1892 | 1897 |
| Lane e. of Sp'd'n | Grange | St. Patrick | " | 1892 | 1897 |
| Lane s. of Pearl | Simcoe | York | " | 1892 | 1897 |
| Lane bet. Yonge and Victoria. | Gould | Wilton | " | 1887 | 1897 |
| Lane bet. Yonge and Victoria. | Adelaide | 106 ft. south | " | 1892 | 1897 |
| Lane bet. York and Simcoe. | North of Pearl. | Near Adelaide .. | Cedar Bl'ck | 1888 | 1898 |
| Lane 1st n. of Q'n | Mutual | Jarvis | " | 1888 | 1898 |
| Lane n. of Wilton Cres. | Pembroke | George | " | 1888 | 1898 |
| Lane bet. Queen and Richmond | Church | East terminus ... | Cobble ... | 1888 | 1898 |

| Street. | From. | To. | Class of Pavement. | Date When Laid. | Date Final Assessment Paid. |
|---------------------------------|-----------------|-----------------------------|--------------------|-----------------|-----------------------------|
| Lane s. of Queen | Tecumseth | Niagara | Cobble ... | 1893 | 1898 |
| Lane rear of John | Adelaide | Lane n. of Arlington Hotel. | Cedar Bl'ck | 1892 | 1898 |
| Lane e. of Bay.. | Wellington.... | 214 ft. south | " | 1888 | 1899 |
| Lane 1st e. of Bay | Wellington.... | Melinda | Concret e.. | 1895 | 1900 |
| Lane n. of Foxl'y | Foxley | 135 ft. north | Cedar Bl'ck | 1889 | 1899 |
| Lane 1st s. of Q'n | Simcoe | Duncan | " | 1889 | 1899 |
| Lane bet. Borden and Lippincott | Ulster | Bloor | " | 1891 | 1896 |
| Lane rear Standard Bank. | ..... | ..... | Scoria | 1892 | 1902 |
| Lane rear Inland Revenue Office | ..... | ..... | Asphalt .. | 1893 | 1901 |
| Lansdowne | Queen | Union | Gravel.... | 1898 | 1901 |
| Lansdowne | Dundas | Bloor | Cedar Bl'ck | 1889 | 1899 |
| Leader Lane | King | Colborne | Asphalt .. | 1895 | 1905 |
| Leslie | Queen | Ashbridge's Bay.. | " | 1891 | 1901 |
| Linden | Sherbourne .. | Huntley | " | 1893 | 1901 |
| Lippincott..... | Nassau | College | Cedar Bl'ck | 1900 | 1905 |
| Lisgar | Queen | Afton | Gravel.... | 1897 | 1900 |
| Lisgar | Dundas | Afton | " | 1898 | 1901 |
| Lobb | Shaw | Crawford | Cedar Bl'ck | 1890 | 1900 |
| Logan Ave | Queen | Ashbridge's Bay.. | " | 1889 | 1898 |
| Logan Ave | Gerrard | Danforth | " | 1889 | 1899 |
| Lorne | Front | Esplanade | " | 1899 | 1904 |
| Lucas | Sorauren | Roncesvalles | " | 1892 | 1897 |
| McAlpine | Davenport | McMurrich | " | 1891 | 1897 |
| McCaul | Queen | College | " | 1898 | 1903 |
| McDonnell | Queen | 2826 ft. north | Gravel.... | 1898 | 1901 |
| McDonnell Sq.. | Bathurst | Defoe | Macadam.. | 1900 | 1903 |
| McMaster Ave .. | Avenue Rd.... | Rathnally | Cedar Bl'ck | 1890 | 1900 |
| McPherson Ave. | Rathnally | Poplar Plains Rd. | " | 1890 | 1901 |
| McPherson Ave. | Yonge | 1330 ft. west | Macadam.. | 1899 | 1904 |
| Manning Ave .. | Robinson | Queen | Cedar Bl'ck | 1889 | 1898 |
| Manning Ave .. | Bloor | Hammond Pl .. | " | 1890 | 1900 |
| Manning Ave .. | Arthur | College | " | 1900 | 1905 |
| Mansfield | Clinton | Bellwoods | " | 1900 | 1905 |
| Mansfield .. | Manning | Clinton | " | 1893 | 1898 |
| Mansfield | Bellwoods | Grace | " | 1893 | 1899 |
| Maple Grove ... | O'Hara | Brock | " | 1899 | 1904 |
| Maple | Glen | Sherbourne | Macadam.. | 1900 | 1905 |
| Marion | Lansdowne.... | McDonnell | Cedar Bl'ck | 1891 | 1899 |
| Markham | Herrick | Bloor | " | 1889 | 1898 |
| Massey | King | Queen | " | 1891 | 1897 |
| Maude | Adelaide | Farley | " | 1887 | 1897 |
| Melbourne Ave. | Cowan | Dufferin | Gravel.... | 1897 | 1900 |
| Melinda | Yonge | Bay | Asphalt .. | 1891 | 1899 |
| Metcalfe | Winchester ... | Amelia | Cedar Bl'ck | 1900 | 1905 |
| Millstone Lane. | York | East End | " | 1889 | 1899 |

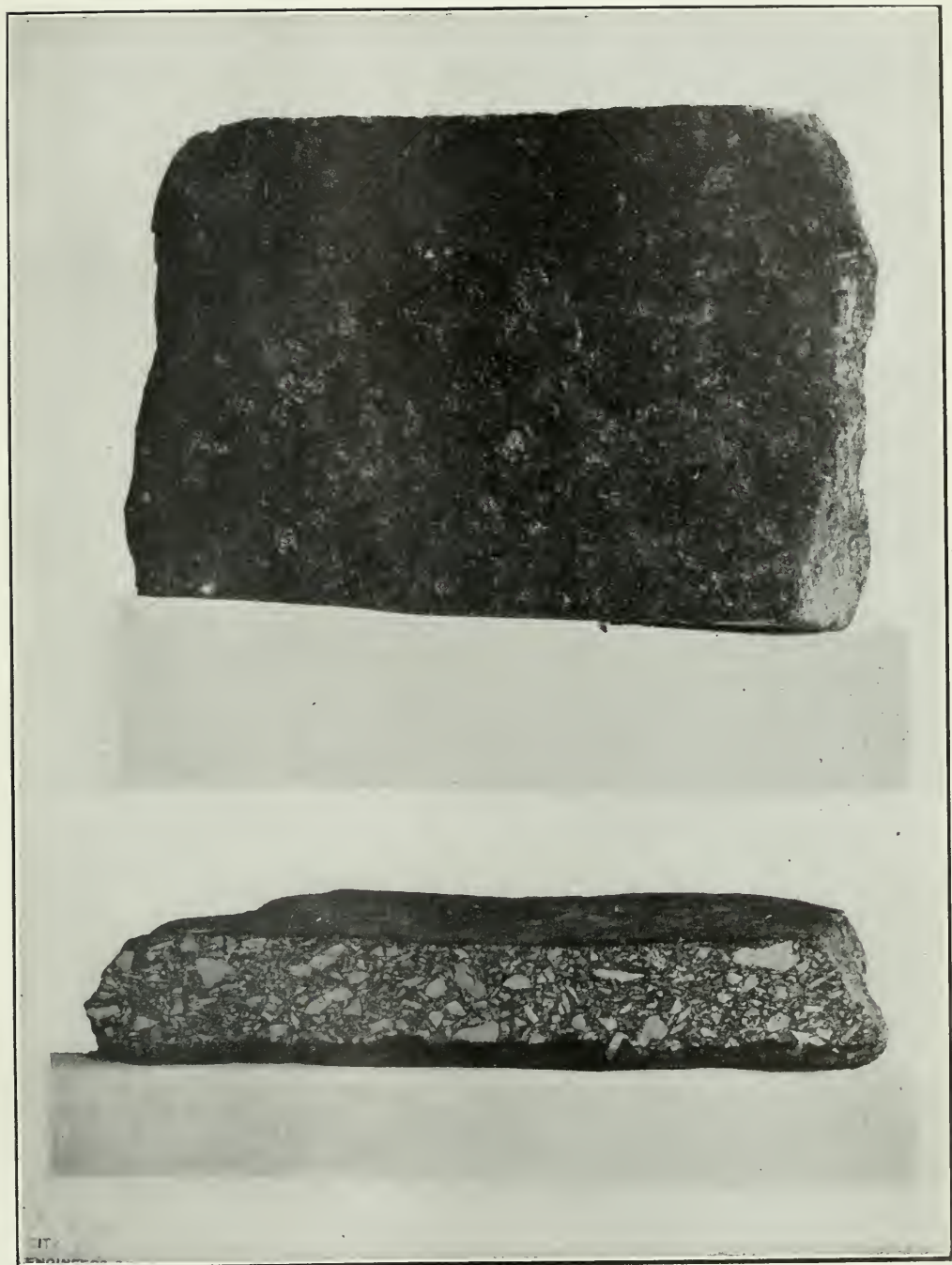
| Street. | From. | To. | Class of Pavement. | Date When Laid. | Date Final Assessm't Paid. |
|-----------------------------------|-----------------------|---------------------------------|-----------------------|-----------------------|----------------------------------|
| Minnis Lane .. | Wellington ... | 218 ft. north ... | Asphalt... | 1893 | 1901 |
| Murray..... | Caer Howell .. | North End..... | Cedar Bl'ck | 1898 | 1903 |
| Napier | Munro..... | Lane | " | 1891 | 1896 |
| Nassau | Lippincott ... | Bathurst..... | " | 1899 | 1904 |
| New | Davenport Rd.. | West End | " | 1889 | 1899 |
| North | St. Mary..... | Bloor | Macadam .. | 1900 | 1905 |
| Northcote..... | Queen | Afton | Cedar Bl'ck | 1895 | 1900 |
| Northumberland | Ossington | Preston | " | 1893 | 1898 |
| O'Hara | 1605 ft. n. Qu'n | Railway tracks .. | " | 1892 | 1897 |
| O'Hara | Queen | 1,455 ft. north .. | Gravel.... | 1898 | 1901 |
| Olive | Bathurst..... | Palmerston | Cedar Bl'ck | 1893 | 1898 |
| Ontario Place .. | Ontario | 270 ft. west | " | 1886 | 1896 |
| Ontario | Carlton | Howard | Asphalt .. | 1890 | 1900 |
| Osler | Royce | C.P.R. tracks ... | Cedar Bl'ck | 1892 | 1898 |
| Ossington | Bloor | C.P.R. tracks .. | " | 1892 | 1897 |
| Ossington | Harrison..... | College | " | 1888 | 1899 |
| Ossington | College | Bloor | " | 1900 | 1905 |
| Oxford | Augusta | Spadina | " | 1895 | 1900 |
| Oxford | Augusta | Lippincott | " | 1899 | 1905 |
| Palmerston ... | Robinson | Arthur | " | 1900 | 1905 |
| Palmerston ... | Bloor | Dupont | " | 1890 | 1899 |
| Pape Ave.... | Queen | Danforth | " | 1887 | 1897 |
| Parliament .. | Wellesley | Howard | " | 1888 | 1895 |
| Parliament .. | Queen | Gerrard | Macadam .. | 1899 | 1904 |
| Peel | Gladstone | Dufferin | Gravel.... | 1898 | 1901 |
| Pembroke | Shuter..... | Wilton | Macadam .. | 1899 | 1902 |
| Perth Ave | Bloor | Royce | Cedar Bl'ck | 1893 | 1898 |
| Peter..... | Front | Wellington..... | Cedar bl'ck | 1886 | 1897 |
| Peter..... | King | Queen | " | 1890 | 1900 |
| Pinehill Rd ... | Rosedale Rd ... | West end | Macadam.. | 1894 | 1899 |
| Poulett | Sydenham..... | South term | Cedar bl'ck | 1890 | 1896 |
| Prospect..... | Rose | Ontario | " | 1889 | 1899 |
| Queen..... | G. T. Ry..... | Pape | " | 1900 | 1905 |
| Queen.. .. | Pape..... | Greenwoods..... | " | 1900 | 1905 |
| Queen..... | Gwynne..... | Roncesvalles | " | 1898 | 1903 |
| Queen..... | Gladstone | Niagara | " | 1898 | 1903 |
| Queen..... | Yonge | River..... | Asphalt .. | 1894 | 1904 |
| Queen's Park Drive. | Queen's Park Cres. | Bloor..... | Macadam.. | 1898 | 1903 |
| Queen's Park Cres. Drive e.s.f | University Cres | Road running n. from park. } | " | 1897 | 1900 |
| Renfrew Pl.... | McCaul..... | East end..... | Cedar bl'ck | 1889 | 1899 |
| Richmond Pl... | Richmond..... | South end..... | " | 1886 | 1896 |
| Richmond | Victoria..... | Bay | Asphalt ... | 1893 | 1901 |
| Richmond | Bay | York | Macadam.. | 1897 | 1900 |
| River | Gerrard | Spruce..... | " | 1900 | 1905 |

| Street. | From. | To. | Class of Pavement. | Date When Laid. | Date Final Assessment Paid. |
|------------------|--------------------------------|--------------------|---------------------------|-----------------|-----------------------------|
| Robinson | Palmerston... | Euclid | Cedar bl'ck | 1886 | 1896 |
| Rolyat | Dundas | Grove | " | 1899 | 1904 |
| Roncesvalles... | Queen | Dundas | " | 1890 | 1900 |
| Rose Ave | Howard | Winchester | Asphalt ... | 1892 | 1900 |
| Roseberry Ave.. | Bathurst | East end | Cedar bl'ck | 1894 | 1899 |
| Rossin H'se lane | York | East end | Cobble ... | 1891 | 1897 |
| Roxborough Ave | Yonge | 1,328 ft. west... | Cedar bl'ck | 1892 | 1897 |
| Roxborough Ave | Yonge | 2,180 ft. east... | " | 1891 | 1900 |
| Royce Ave..... | Symington Ave | C. P. R..... | " | 1893 | 1898 |
| Rush Lane..... | Esther..... | Portland | " | 1890 | 1900 |
| Rusholme Rd... | Hepbourne.... | Bloor | " | 1890 | 1900 |
| Russell | St. George | Spadina | " | 1899 | 1904 |
| St. Albans. | Surrey | Queen's Park... | Macadam .. | 1898 | 1903 |
| St. Clarens Ave. | Wyndham. ... | Dundas | Cedar bl'ck | 1889 | 1898 |
| St. Clarens Ave. | Dundas | College | " | 1890 | 1900 |
| St. George..... | College | Bloor | Asphalt... | 1891 | 1901 |
| St. James Ave.. | Ontario | Parliament | " | 1892 | 1899 |
| St. Patrick..... | Bathurst | Denison | Cedar bl'ck | 1898 | 1903 |
| St. Patrick. ... | Beverley)..... | McCaul | Asphalt .. | 1895 | 1905 |
| St. Marys..... | Yonge | W. end St. Mary | Macadam .. | 1900 | 1905 |
| Sackville..... | Gerrard | Carlton | Cedar bl'ck | 1899 | 1904 |
| Sackville..... | Wellesley ... | 256 ft. north... | Macadam .. | 1899 | 1904 |
| Sackville..... | Wellesley | Winchester | " | 1899 | 1904 |
| Salisbury Ave .. | Sackville..... | East term. | Cedar bl'ck | 1886 | 1897 |
| Scollard | Yonge | Hazelton | C. B. & Br'k in track. | 1898 | 1903 |
| Scott | Front | Colborne..... | Asphalt .. | 1890 | 1900 |
| Selby..... | Sherbourne ... | Huntley..... | Brick | 1895 | 1905 |
| Shaw | Arthur | College | Cedar bl'ck | 1900 | 1905 |
| Shaw | College | Bloor | " | 1893 | 1898 |
| Shaw | Queen | Defoe | " | 1891 | 1901 |
| Shaw | Queen | Arthur | " | 1898 | 1903 |
| Shaftesbury Ave. | Yonge | 1,100 ft. east ... | " | 1890 | 1899 |
| Sheppard | Adelaide | Richmond | Macadam .. | 1895 | 1899 |
| Sherbourne | Bridge..... | South Drive | Asphalt .. | 1891 | 1901 |
| Sherbourne | King | Queen | " | 1890 | 1899 |
| Sherbourne | Queen | Bloor | " | 1889 | 1899 |
| Shirley | Brock | St. Clarens | Cedar bl'ck | 1891 | 1898 |
| Shuter | Yonge | Sherbourne | Macadam .. | 1901 | 1904 |
| Simcoe | Front | Station | Cedar bl'ck | 1896 | 1901 |
| Simcoe | King | Queen | Asphalt .. | 1890 | 1900 |
| South Drive.... | Crescent Rd .. | Scarth Rd | Macadam .. | 1893 | 1898 |
| South Drive.... | e.s. South drive running s. | Glen Rd | " | 1899 | 1904 |
| Spadina | Front | King | " | 1900 | 1905 |
| Spadina | Queen | Adelaide..... | Cedar bl'ck | 1899 | 1904 |
| Spadina Rd | Bernard | C.P.R. | " | 1891 | 1901 |
| Spruce | River | Sumach | Macadam .. | 1899 | 1904 |
| Sully Cres. | Shaw | Sully | Cedar bl'ck | 1899 | 1904 |
| Sumach..... | King | Eastern | " | 1890 | 1899 |

| Street. | From. | To. | Class of Pavement. | Date When Paid. | Date Final Assessment Paid. |
|---------------------|-------------------|---------------------|--------------------|-----------------|-----------------------------|
| Sumach | Gerrard | Wellesley.. | Macadam.. | 1899 | 1904 |
| Sumach | King | Gerrard | Cedar bl'ck | 1900 | 1905 |
| Strickland Pl. | Noble | Earnbridge..... | Macadam.. | 1900 | 1905 |
| Sword | Gerrard | Spruce..... | " | 1899 | 1904 |
| Temperance ... | Yonge | Bay | " | 1896 | 1899 |
| Teraulay | Queen | Albert | " | 1898 | 1903 |
| Thompson | Davies | Munro | Cedar bl'ck | 1890 | 1900 |
| Toronto | N. King | Adelaide | Asphalt .. | 1892 | 1897 |
| Trinity | Mill | King | Cedar bl'ck | 1900 | 1905 |
| Tyndall Ave.... | King | Springhurst | Macadam.. | 1898 | 1900 |
| Ulster | Major | Bathurst | Cedar bl'ck | 1900 | 1905 |
| Ulster | Bathurst..... | Markham | " | 1894 | 1899 |
| Vanauley | Queen | Grange | " | 1886 | 1897 |
| Vanauley | St. Patrick | St. Andrew | " | 1887 | 1897 |
| Victor Ave | Logan | Broadview | Macadam.. | 1899 | 1904 |
| Victoria | Adelaide | Queen | Asphalt .. | 1895 | 1905 |
| Victoria Lane .. | Queen | Shuter | Cobble..... | 1890 | 1899 |
| Virtue | Sorauren | East Term | Cedar bl'ck | 1890 | 1900 |
| Victoria | King | Adelaide | Asphalt .. | 1892 | 1900 |
| Vermont. | Palmerston .. | Manning | Cedar bl'ck | 1891 | 1896 |
| Walmer Rd | Bloor | Lowther | " | 1897 | 1902 |
| Walmer Rd | Lawther | Castle | " | 1898 | 1903 |
| Walton | Yonge | Elizabeth | Macadam.. | 1902 | 1905 |
| Wascana | Sumach | 186 ft. east | Cedar bl'ck | 1891 | 1896 |
| Washington | Spadina | Huron | Macadam.. | 1899 | 1904 |
| Wellesley Cres. | Sherbourne .. | Jarvis | " | 1898 | 1901 |
| Wellesley | Sumach | 300 ft. east | Cedar bl'ck | 1889 | 1899 |
| Wellesley | Parliament .. | Sumach | Macadam.. | 1899 | 1904 |
| Wellesley | Sherbourne .. | Parliament | Asphalt .. | 1894 | 1904 |
| Wellington Ave. | Bathurst | East term | Cedar bl'ck | 1891 | 1901 |
| Wellington | Church | Yonge | Asphalt .. | 1889 | 1899 |
| Wellington | Bay | York | " | 1891 | 1899 |
| West Lodge..... | Merrion | Pt. 1,146 ft north | Cedar bl'ck | 1899 | 1904 |
| Westmoreland Ave. | Durham | Union | " | 1890 | 1900 |
| Westmoreland .. | Bloor | Durham | " | 1890 | 1900 |
| Wilkins | King | North term..... | " | 1888 | 1899 |
| Winchester ... | Parliament .. | Sumach | Asphalt .. | 1893 | 1901 |
| Withrow Ave.. | Broadview | 1,060 ft. east..... | Cedar bl'ck | 1889 | 1898 |
| Wolseley | Esther | Bathurst | Tar macadam. | 1900 | 1905 |
| Woolfrey | Broadview | Bowden | Cedar bl'ck | 1888 | 1899 |
| Wright Ave | McDonnell | Sorauren | " | 1891 | 1899 |
| Yonge | Grenville | Bloor | Asphalt .. | 1892 | 1902 |
| Yonge | King | Hayter | " | 1892 | 1902 |
| Yonge | Hayter | Grenville | " | 1892 | 1902 |
| Yorkville | Yonge | Avenue Rd | Cedar bl'ck | 1896 | 1901 |



WITHROW AVENUE TAR MACADAM



TAR MACADAM

TAR MACADAM PAVEMENTS.

Last year certain changes were proposed, and during the past year carried into effect, whereby it was hoped that the life of tar macadam pavements might be prolonged. It was sought to select such sizes of broken stone for the wearing surface as would contain the least possible percentage of voids and yet permit of reasonable cheap construction. The period of maintenance guaranteed was extended from one year to three years, and it was predicted that the changes made would result in a pavement on which this period could be extended to five years. In the light of last year's experience, it is now considered safe to give this prediction effect, and accordingly specifications governing the construction of tar macadam pavements will hereafter provide for a five-year guarantee.

Great difficulty was experienced in obtaining tar and pitch of a uniform consistency. It was found to vary greatly, even in small shipments, so much so as to require constant watchfulness, and frequent changes in the proportions used. To obviate this difficulty, manufacturers of refined tar were approached with a view to the production of a product that had the required consistency without the necessity of mixing tar and pitch to obtain such, with its attendant complicated laboratory tests, during the construction of the work. Two manufacturers have assured us that this is quite possible, and are prepared to supply all our requirements at an advance in cost on semi-refined tar of only the cost of package.

The length of tar macadam pavements constructed during 1905 was 1.257, as compared with .920 miles constructed during 1904.

Included in the above mileage is a pavement which was called bituminous macadam. This is merely a more expensive tar macadam, carrying a ten-year guarantee for maintenance. Its construction was in all respects similar to that of tar macadam, except that the foundation course was blinded with finely broken stone and sprinkled with a mixture of tar and pitch similar to that used in the wearing surface, and greater care was taken in the selection and proportions of the various sizes of stone. For the wearing surface, of the mineral aggregate:

(1) 30 per cent. was such as would pass a No. 40 sieve.

(2) 12 per cent. was such as would be held on a No. 40 sieve, and pass a No. 8 sieve.

(3) 10 per cent. was such as would be held on a No. 8 sieve, and pass a No. 4 sieve.

(4) 18 per cent. was such as would be held on a No. 4 sieve, and pass a $\frac{1}{2}$ -in. sieve.

(5) 30 per cent. was such as would be held on a $\frac{1}{2}$ -inch sieve, and pass a $\frac{3}{4}$ -in. sieve.

Combined concrete curb and gutter, similar to that used in the construction of asphalt pavements, was tried for the first time last year in connection with tar macadam pavements, and was found satisfactory. This form of gutter will hereafter largely replace brick which has heretofore been used. While the extremely low prices prevail for asphalt pavement, which carries a ten-year guarantee, the construction of tar macadam will be discouraged as much as possible.

In connection with tar macadam pavement, there was constructed during the year 1905, 6,048 lineal feet of combined concrete curb and gutter, 910 lineal feet of stone curb, and 1,785 lineal feet of concrete curb only.

Tables No. 7 and No. 8 show details.

MACADAM.

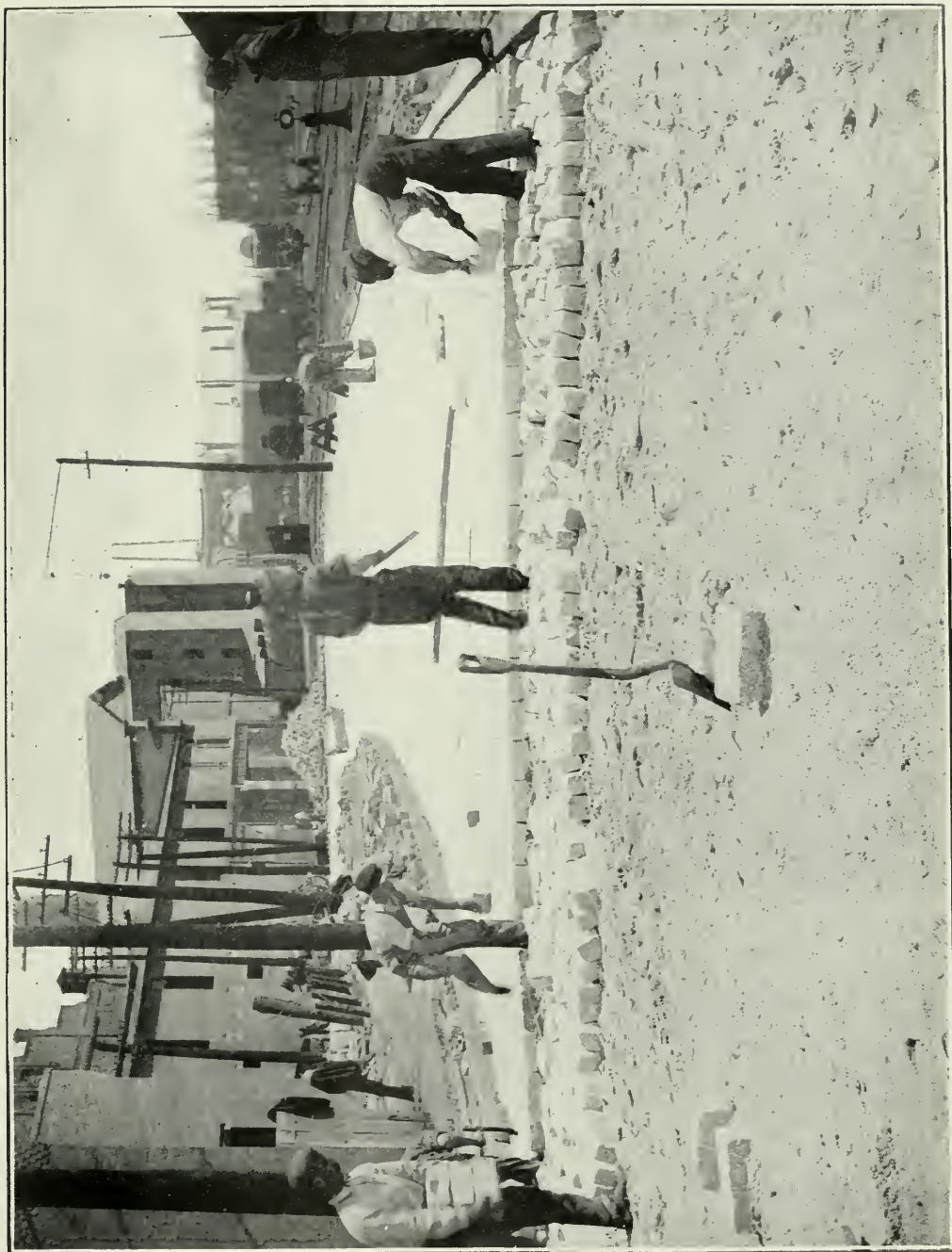
During the year there was constructed a total mileage of 3.373 miles of macadam roadway, as compared with 1.940 miles in 1904. This is an increase of nearly 74 per cent., and indicates the popularity of this class of roadway. Of the total mileage constructed in 1905, 2.069 miles was reconstruction of old macadam, and the balance, 1.304 miles, was either first or second-class macadam on streets that had been previously unimproved. Brick gutters are used where the grade is so steep as to cause the storm water to wash away the surface of the macadam roadway.

In connection with macadam roadways during 1905, 910 lineal feet of stone curb, and 7,833 lineal feet of concrete curb was constructed.

Tables Nos. 7 and 8 show details of macadam roadways.

CONCRETE PAVEMENTS.

Two concrete pavements were constructed during 1905, those on lanes running north and south from Shuter Street, first east of Yonge



ESPLANADE GRANITE BLOCK

Street. Under such conditions of traffic as exist on these lanes, concrete pavements seem to be entirely satisfactory, being durable, easily cleaned, and therefore sanitary, and much cheaper than either brick or asphalt, and when laid with a view to prevent cracking and heaving, should be as permanent as either.

In 1905 a mileage of .055 miles was constructed, as compared with .053 miles in 1904.

CEMENT CONCRETE WALKS.

In 1905 the high water mark was reached in the construction of concrete sidewalks, $37\frac{1}{2}$ miles having been laid. This is an increase of 6.442 miles, or 20 per cent over the mileage laid in 1904, and 2.604 miles, or 8 per cent. more than was laid in 1903, which, until last year, held the record for the greatest amount of work done under the supervision of this Department.

Only one brick sidewalk was constructed, with a mileage of .037 miles. The total length of permanent sidewalks constructed during 1905, was 37.537 miles, and the total length in the City is now 187.206 miles.

The question of coloring the surface of concrete walks was investigated, and walks on both sides of Sheridan Avenue, north of Dundas Street, were colored red and grey, respectively, to test the result. $8\frac{1}{4}$ pounds of Venetian red to one barrel of cement, and one pound of carbon black to one barrel of cement was used for the purpose, and these quantities were found to give a pleasing tint. It is feared, however, that the color is not permanent, a perceptible fading being already noticeable.

In constructing concrete sidewalks, a length of 80,958 lineal feet of concrete curb was built in place during the year.

DAY LABOR WORKS.

During the year 1905, 279 concrete sidewalks were constructed, of which 95 were done by day labor. Of these 5 were ordered by Council to be done by day labor, without the formality of calling for tenders. Four were taken from contractors on account of their dilatory methods of work, and the balance, 86 in number, were awarded to the City Engineer, he being the lowest tenderer. On 18 other walks the City Engineer's tender was also found to be lowest, but at the request of the next lowest tenderer he was allowed to do the work, under the super-

vision of this Department, and at the City Engineer's figures, thus effecting a substantial saving to the property owners. The walks constructed under this system aggregate 9.00 miles, as compared with 3.07 miles constructed in 1904.

In estimating the gain or loss resulting from the day labor system, if we take the lowest local contractor's tender as a basis of comparison on the walks for which tenders were invited, we find an actual gain of \$5,356.85 on an actual expenditure of \$34,699.03. The total cost of sidewalks constructed under the day labor system during 1905, exclusive of interest on money, was \$42,874.91, as compared with \$12,322.96 in 1904. While the mileage increased by 2.93 times the saving effected increased by 5.09 times when compared with 1904.

Table No. 9 gives lengths, widths, amount of City's tender, the next lowest tender, the actual cost of the work, and the loss or gain in comparison with contractors' tenders.

During the year we were awarded contracts by tender for the construction of 5 macadam roadways, 5 macadam roadway reconstruction, 1 tar macadam pavement, 4 brick on concrete pavements, 2 concrete curbs, and 1 grading. On these works a net gain of \$4,131.08 was effected, on an actual expenditure of \$44,412.81. Reconstruction of track allowance pavements, etc., brings the aggregate expenditure, exclusive of interest on the money, up to \$64,764.25. In 1904 the aggregate expenditure for like services was \$27,279.30.

Table No. 10 gives detailed information and statistics of these works.

A reference to Tables No. 9 and No. 10 will show a saving in favor of property abutting on the streets on which sidewalks were constructed by day labor during 1905, of \$5,356.85, and a saving due to the construction of pavements and roadways of \$4,131.08. In addition to these amounts, we also claim credit for a saving of \$1,199.20 on 18 sidewalk and 10 pavement contracts where our tenders were the lowest and which were accepted by the contractors at our figures, said saving being the difference between the City's tender price and the contractor's original tender. This total saving of \$10,687.13, I consider a reasonable vindication of the day labor system, which, by contractors is said to be a pernicious one. The cost of inspection, which is always incurred in contract works, and rendered unnecessary on day labor works, should also be placed to our credit. This would add \$1,740 to the credit column, being estimated at \$3 per day for the time allowed for the construction of day labor works.

RES, 1905.

| | Inorganic matter. | Dust Grading. | | | | | | | |
|-------|-------------------|------------------|--------------------|------------------|--------------------|--------------------|---------------------|---------------------|--|
| | | On No. 10 Sieve. | Pass No. 10 Sieve. | On No. 50 Sieve. | Pass No. 50 Sieve. | Pass No. 80 Sieve. | Pass No. 100 Sieve. | Pass No. 200 Sieve. | |
| | | | | | | | | | |
| Alb | 21.9 | 0.0 | 0.5 | 26.0 | 12.0 | 4.0 | 16.0 | 42.0 | |
| Ber | 0.0 | 0.0 | 1.0 | 0.0 | 2.0 | 0.0 | 12.0 | 86.0 | |
| Ban | 0.0 | 0.0 | 2.0 | 16.0 | 8.0 | 4.0 | 20.0 | 52.0 | |
| Ber | 33.6 | 0.0 | 2.0 | 0.0 | 16.0 | 6.0 | 26.0 | 52.0 | |
| Bat | 0.0 | 0.0 | 2.0 | 1.0 | 5.0 | 6.0 | 23.0 | 65.0 | |
| Bat | 0.3 | 0.0 | 2.5 | 0.0 | 3.0 | 4.0 | 21.0 | 72.0 | |
| Bea | 0.0 | 0.0 | 0.5 | 0.0 | 6.0 | 10.0 | 14.0 | 70.0 | |
| Cott | 35.1 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 14.0 | 82.0 | |
| Dur | 19.6 | 0.5 | 1.5 | 0.0 | 3.0 | 6.0 | 20.0 | 74.0 | |
| D'A | 35.1 | 0.0 | 2.3 | 0.0 | 3.0 | 4.0 | 22.0 | 71.0 | |
| Eliz | 0.0 | 0.0 | 3.0 | 0.0 | 2.5 | 3.5 | 14.0 | 80.0 | |
| Foll | 40.3 | 0.0 | 0.0 | 0.0 | 8.0 | 4.0 | 8.0 | 80.0 | |
| Gild | 0.0 | 0.0 | 0.5 | 12.0 | 12.0 | 12.0 | 8.0 | 56.0 | |
| Geo | 0.0 | 0.0 | 0.5 | 12.0 | 12.0 | 12.0 | 8.0 | 56.0 | |
| Geo | 36.6 | 0.0 | 0.5 | 0.0 | 4.0 | 4.0 | 28.0 | 64.0 | |
| Har | 0.0 | 0.0 | 0.5 | 2.0 | 6.0 | 14.0 | 18.0 | 60.0 | |
| Ken | 27.0 | 0.0 | 1.5 | 16.0 | 8.0 | 4.0 | 4.0 | 68.0 | |
| Mar | 40.3 | 0.0 | 1.0 | 0.0 | 2.0 | 0.0 | 12.0 | 86.0 | |
| Mov | 36.6 | 0.0 | 1.0 | 4.0 | 14.0 | 16.0 | 24.0 | 42.0 | |
| Mar | 1.5 | 3.3 | 0.0 | 18.0 | 12.0 | 6.0 | 16.0 | 48.0 | |
| McA | 0.0 | 2.0 | 5.0 | 16.0 | 8.0 | 4.0 | 20.0 | 52.0 | |
| Mac | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 2.0 | 26.0 | 72.0 | |
| Nor | 35.1 | 0.0 | 3.0 | 0.0 | 2.0 | 6.0 | 24.0 | 68.0 | |
| Oxf | 33.6 | 0.0 | 2.5 | 0.0 | 2.0 | 2.0 | 26.0 | 70.0 | |
| Stra | 0.5 | 1.0 | 0.0 | 0.0 | 2.0 | 8.0 | 2.0 | 88.0 | |
| Wri | 35.1 | 0.0 | 3.0 | 0.0 | 2.0 | 6.0 | 24.0 | 68.0 | |
| Yor | 33.7 | 0.0 | 1.5 | 4.0 | 10.0 | 12.0 | 20.0 | 54.0 | |
| Yon | 0.2 | 0.5 | 1.7 | 6.0 | 4.0 | 6.0 | 24.0 | 60.0 | |
| Rep m | 0.2 | 0.2 | 1.9 | 0.0 | 2.7 | 5.1 | 10.4 | 81.8 | |
| Rep m | 0.4 | | | | | | | | |
| Calh | | | | | | | | | |
| us | | | | | | | | | |
| L | | | | | | | | | |

41 Tests.

DETAILED ANALYSES OF ASPHALTS AND ASPHALT MIXTURES, 1905.

| Street. | From. | To. | Contractor. | Asphalt used. | Bitumen in Surface Mixture. | Penetration of Asphaltic Cement. (Dow's Machine.) | Refined Asphalt. | | | | | Sand Grading. | | | | | | | | Dust Grading. | | | | | | | |
|---|-----------------------|-------------------|-----------------------------|---------------------------------|-----------------------------|---|-----------------------|--------------------|----------------|------------|-----------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|------------------|--------------------|--------------------|---------------------|---------------------|--------------------------------|-------------------|
| | | | | | | | Physical Examination. | Chemical Analysis. | | | | On No. 10 Sieve. | Pass No. 10 Sieve. | Pass No. 20 Sieve. | Pass No. 30 Sieve. | Pass No. 40 Sieve. | Pass No. 50 Sieve. | Pass No. 60 Sieve. | Pass No. 80 Sieve. | Pass No. 100 Sieve. | On No. 50 Sieve. | Pass No. 50 Sieve. | Pass No. 80 Sieve. | Pass No. 100 Sieve. | Pass No. 200 Sieve. | | |
| | | | | | | | | Specific Gravity. | Flowing Point. | Bitumen | | | | | | | | | | | | | | | | Non-bituminous Organic matter. | Inorganic matter. |
| | | | | | | | | | | Petroleum. | Asphaltic | | | | | | | | | | | | | | | | |
| % | ° | % | % | % | % | % | % | % | % | % | % | % | % | % | % | % | % | % | % | % | % | % | | | | | |
| Albany Ave. | Well St. | City Limits. | Barber Asphalt Co. | Trinidad "Pitch Lake" | 10.22 | 43° | 1.2090 | 182° F | 49.2 | 24.7 | 4.2 | 21.9 | 0.0 | 0.5 | 1.3 | 5.0 | 6.0 | 32.7 | 10.5 | 23.0 | 21.0 | 26.0 | 12.0 | 4.0 | 16.0 | 42.0 | |
| Bernard Ave. | Spadina Ave. | Walmer Rd. | " | " | 11.08 | 45° | " | " | " | " | " | " | 0.0 | 1.0 | 1.0 | 4.0 | 5.0 | 25.0 | 10.0 | 25.0 | 29.0 | 0.0 | 2.0 | 0.0 | 12.0 | 86.0 | |
| Bank St. | Dufferin St. | Sheridan Ave. | Constructing & Paving Co. | Trinidad "Pitch L'ke" & Calif'n | 9.53 | 35° | " | " | " | " | " | " | 0.0 | 2.0 | 3.5 | 14.0 | 12.0 | 38.0 | 11.0 | 6.0 | 13.5 | 16.0 | 8.0 | 4.0 | 20.0 | 52.0 | |
| Bernard Ave. | Walmer Rd. | Kenoid Ave. | " | " | 10.05 | 47° | 1.3916 | 200° F | 36.6 | 18.8 | 11.0 | 33.6 | 0.0 | 2.0 | 4.0 | 13.0 | 13.5 | 40.0 | 11.5 | 16.0 | 0.0 | 0.0 | 16.0 | 6.0 | 26.0 | 52.0 | |
| Bathurst St. w.s. | Bloor St. | City Limits. | " | " | 10.05 | 28° | " | " | 0.0 | 2.0 | 4.0 | 10.5 | 0.0 | 2.0 | 4.0 | 10.5 | 12.5 | 43.0 | 13.0 | 9.0 | 6.0 | 1.0 | 5.0 | 6.0 | 23.0 | 65.0 | |
| Bathurst St. w.s. | College St. | Bloor St. | Warren's Bituminous P'g Co. | California "Warren's Acme" | 9.76 | 72° | " | " | 78.0 | 21.3 | 0.4 | 0.3 | 0.0 | 2.5 | 3.5 | 11.2 | 13.8 | 29.5 | 9.5 | 20.0 | 10.0 | 0.0 | 3.0 | 4.0 | 21.0 | 72.0 | |
| Beatrice St. | College St. | 608 ft. south | Barber Asphalt Co. | Trinidad "Pitch Lake" | 10.05 | 43° | " | " | " | " | " | " | 0.0 | 0.5 | 1.0 | 3.0 | 7.5 | 40.0 | 12.0 | 18.5 | 17.5 | 0.0 | 6.0 | 10.0 | 14.0 | 70.0 | |
| Cottingham St. | Rathnally Ave. | Poplar Plains Rd. | Constructing & Paving Co. | Trinidad "Pitch L'ke" & Calif'n | 9.78 | 34° | 1.3792 | 190° F | 41.1 | 20.3 | 3.5 | 35.1 | 0.0 | 2.0 | 3.0 | 11.5 | 16.0 | 38.0 | 10.5 | 14.5 | 4.5 | 0.0 | 2.0 | 2.0 | 14.0 | 82.0 | |
| Dundonald St. | Yonge St. | Church St. | Barber Asphalt Co. | Trinidad "Pitch Lake" | 10.02 | 32° | 1.2125 | 180° F | 50.6 | 23.6 | 6.2 | 19.6 | 0.5 | 1.5 | 1.0 | 3.5 | 6.0 | 36.5 | 16.0 | 24.0 | 11.0 | 0.0 | 0.0 | 6.0 | 20.0 | 74.0 | |
| D'Arcy St. | McCaul St. | Spadina Ave. | Constructing & Paving Co. | Trinidad "Pitch L'ke" & Calif'n | 9.73 | 53° | 1.3792 | 190° F | 41.1 | 20.3 | 3.5 | 35.1 | 0.0 | 2.3 | 4.0 | 14.5 | 16.5 | 37.0 | 9.7 | 13.7 | 2.3 | 0.0 | 3.0 | 4.0 | 22.0 | 71.0 | |
| Elizabeth St. | College St. | Grenville St. | " | " | 9.22 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| Follis Ave. | Bathurst St. | Palmerston Ave. | " | " | 9.78 | 52° | " | " | 0.0 | 3.0 | 5.0 | 18.3 | 0.0 | 3.0 | 5.0 | 18.3 | 13.7 | 32.5 | 8.0 | 15.0 | 4.5 | 0.0 | 2.5 | 3.5 | 14.0 | 80.0 | |
| Gildersleeve Ave. | Sumach St. | East End | Barber Asphalt Co. | Trinidad "Pitch Lake" | 10.10 | 36° | 1.3804 | 210° F | 41.0 | 15.0 | 3.7 | 40.3 | 0.0 | 0.0 | 1.0 | 4.0 | 5.0 | 26.0 | 12.0 | 18.0 | 34.0 | 0.0 | 8.0 | 4.0 | 8.0 | 80.0 | |
| George St. | Queen St. | Duke St. | " | " | 10.23 | 44° | " | " | 0.0 | 0.5 | 1.0 | 9.0 | 0.0 | 0.5 | 1.0 | 9.0 | 7.0 | 26.0 | 11.5 | 30.0 | 15.0 | 12.0 | 12.0 | 12.0 | 8.0 | 56.0 | |
| George St. | Duke St. | King St. | " | " | 9.85 | 47° | " | " | 0.0 | 0.5 | 1.0 | 9.0 | 0.0 | 0.5 | 1.0 | 9.0 | 7.0 | 26.0 | 11.5 | 30.0 | 15.0 | 12.0 | 12.0 | 12.0 | 8.0 | 56.0 | |
| Harrison St. | Lakeview Ave. | Dovercourt Rd. | " | " | 10.33 | 37° | 1.3872 | 205° F | 39.3 | 19.6 | 4.5 | 36.6 | 0.0 | 0.5 | 1.0 | 4.0 | 5.5 | 35.0 | 12.0 | 32.0 | 10.0 | 0.0 | 4.0 | 4.0 | 28.0 | 64.0 | |
| Kensington Ave. | St. Patrick St. | Baldwin St. | " | " | 10.10 | 41° | " | " | 0.0 | 6.5 | 1.0 | 4.5 | 6.0 | 0.0 | 6.5 | 1.0 | 4.5 | 6.0 | 41.0 | 10.0 | 20.0 | 17.0 | 2.0 | 6.0 | 14.0 | 18.0 | 60.0 |
| Markham St. | Bloor St. | Herrick St. | Constructing & Paving Co. | Trinidad "Pitch L'ke" & Calif'n | 8.26 | 45° | 1.3990 | 210° F | 40.9 | 24.5 | 7.6 | 27.0 | 0.0 | 1.5 | 3.5 | 14.5 | 11.0 | 41.5 | 10.0 | 11.0 | 7.0 | 16.0 | 8.0 | 4.0 | 4.0 | 68.0 | |
| Monat Ave. | 524 ft. s.th. of King | 176 ft. south | Barber Asphalt Co. | Trinidad "Pitch Lake" | 10.72 | 49° | 1.3804 | 210° F | 41.0 | 15.0 | 3.7 | 40.3 | 0.0 | 1.0 | 1.0 | 4.0 | 5.0 | 25.0 | 10.0 | 35.0 | 29.0 | 0.0 | 2.0 | 0.0 | 12.0 | 86.0 | |
| Montrose Ave. | College St. | 600 ft. north | " | " | 10.23 | 47° | 1.3875 | 205° F | 39.3 | 19.6 | 4.5 | 36.6 | 0.0 | 1.0 | 1.5 | 6.0 | 9.5 | 31.0 | 11.0 | 28.0 | 12.0 | 4.0 | 14.0 | 16.0 | 24.0 | 42.0 | |
| Markham St. | Bloor St. | Follis Ave. | " | " | 10.05 | 40° | " | " | 1.5 | 3.3 | 3.2 | 8.7 | 0.0 | 3.3 | 3.2 | 8.7 | 9.0 | 33.0 | 11.0 | 20.3 | 10.0 | 18.0 | 12.0 | 6.0 | 16.0 | 48.0 | |
| McAlpine St. | McMunich St. | Davenport Rd. | Constructing & Paving Co. | Trinidad "Pitch L'ke" & Calif'n | 9.75 | 35° | " | " | 0.0 | 2.0 | 3.5 | 14.0 | 0.0 | 2.0 | 3.5 | 14.0 | 12.0 | 38.0 | 10.0 | 6.0 | 13.5 | 16.0 | 8.0 | 4.0 | 26.0 | 52.0 | |
| Macpherson Ave. | Rathnally Ave. | Poplar Plains Rd. | " | " | 9.73 | 44° | " | " | 0.0 | 0.5 | 0.5 | 3.0 | 0.0 | 0.5 | 0.5 | 3.0 | 13.0 | 47.0 | 11.0 | 15.0 | 8.0 | 0.0 | 0.0 | 2.0 | 26.0 | 72.0 | |
| Northumberland St. | Delaware Ave. | Dovercourt Rd. | " | " | 10.87 | 45° | 1.3792 | 190° F | 41.1 | 20.3 | 3.5 | 35.1 | 0.0 | 3.0 | 5.5 | 14.0 | 17.0 | 33.5 | 8.0 | 15.0 | 4.0 | 0.0 | 2.0 | 6.0 | 24.0 | 68.0 | |
| Oxford St. | Spadina Ave. | Augusta Ave. | " | " | 9.70 | 63° | 1.3916 | 200° F | 36.6 | 18.8 | 11.0 | 33.6 | 0.0 | 2.5 | 2.0 | 10.0 | 9.0 | 45.0 | 11.5 | 20.0 | 0.0 | 0.0 | 2.0 | 2.0 | 26.0 | 74.0 | |
| Strachan Ave. | King St. | G.T.R. Tracks | " | " | 9.69 | 60° | " | " | 0.5 | 1.0 | 1.5 | 10.0 | 0.5 | 1.0 | 1.5 | 10.0 | 10.5 | 40.0 | 11.5 | 17.0 | 8.0 | 0.0 | 2.0 | 8.0 | 2.0 | 88.0 | |
| Wright Ave. | Macdonnell Ave. | Sorauren Ave. | " | " | 9.78 | 47° | 1.3792 | 190° F | 41.1 | 20.3 | 3.5 | 35.1 | 0.0 | 3.0 | 5.5 | 14.0 | 17.0 | 33.5 | 8.0 | 15.0 | 4.0 | 0.0 | 2.0 | 6.0 | 24.0 | 68.0 | |
| Yorkville Ave. | Yonge St. | Avenue Rd. | Warren's Bituminous P'g Co. | California "Warren's Acme" | 10.08 | 39° | 1.3947 | 198° F | 40.0 | 19.7 | 4.6 | 33.7 | 0.0 | 1.5 | 3.0 | 10.5 | 14.5 | 38.5 | 10.7 | 15.5 | 5.8 | 4.0 | 10.0 | 12.0 | 20.0 | 54.0 | |
| Yonge St. | Summerhill Ave. | 789 ft. south | Barber Asphalt Co. | Trinidad "Pitch Lake" | 9.74 | 57° | " | " | 80.8 | 18.4 | 0.6 | 0.2 | 0.5 | 1.7 | 2.8 | 9.5 | 9.5 | 36.0 | 17.0 | 15.5 | 7.0 | 6.0 | 4.0 | 6.0 | 24.0 | 60.0 | |
| Repairs on pavements still under guarantee. | | | | | 10.28 | 38° | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| Repairs, general. | | | Warren's Bituminous P'g Co. | California "Warren's Acme" | 9.37 | 69° | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| Repairs on pavements still under guarantee. | | | Constructing & Paving Co. | Trinidad "Pitch Lake" & Calif'n | 9.49 | 54° | " | " | 80.8 | 18.4 | 0.6 | 0.2 | 0.2 | 1.9 | 2.3 | 7.6 | 10.4 | 40.3 | 10.4 | 16.6 | 16.1 | 0.0 | 2.7 | 5.1 | 10.4 | 81.8 | |
| California Asphalt used with "Pitch Lake." | | | Constructing & Paving Co. | California Asphalt | | | | | 68.6 | 30.3 | 0.7 | 0.4 | | | | | | | | | | | | | | | |
| | | | | | 221 Tests. | 52 Tests. | 41 Tests. | | | | | | | | | | | | | | | 41 Tests. | | | | | |

The phenomenal increase in the amount of work done by day labor during the year 1905, when compared with that of any previous year, can be traced in great part to the increased facilities provided for the inspection of the work under construction. In the spring of 1905, the purchase of an automobile was authorized and effected. In the light of last year's experience, this seems to be the true and wise solution of the problem. The machine was purchased for \$1,050, and the maintenance for the year, including repairs and garage accommodation, was \$256.17, or \$21.35 per month for 12 months, or \$36.60 per month for the 7 months in which the machine was in actual commission. During the same seven-month period, the upkeep of a horse and rig cost \$37.10 per month. This also includes the cost of repairs, which, if distributed over a twelve-month period would bring the cost down to \$35.65 per month. The expenditure for car fare was \$24 less in 1905 than in 1904.

Table No. 7 shows in detail all the pavements, roadways, and permanent sidewalks constructed during the year. Table No. 11 shows mileage of concrete and brick walks annually constructed in the City from the year 1899 to the present time.

Table No. 12 gives in detail the number of local improvement works constructed from 1892 to 1905 inclusive.

MAINTENANCE BRANCH OF THE ROADWAYS' DEPARTMENT.

In August, 1905, the maintenance and repair of roadways and sidewalks was transferred from the Street Commissioner's to the Roadway's Department. The following report covers the work done, and repairs made during the twelve months ending December 31st, 1905:

Many of the old macadam and gravel roadways have long outlived their natural life. Their reconstruction or renewal can be at best, but gradual and until new permanent pavements are constructed to replace these old roads, the problem of repairs is a difficult, unsatisfactory and expensive one, and one attended by greater expense and less satisfaction year by year. During the past year these old macadam roads, which were constructed many years ago out of the general funds, have been repaired as thoroughly as our appropriation would allow of, but many are worn out and are being superseded by a better class of pavement.

The following is a list of local improvement macadam roadways that have been repaired more or less, but not re-surfaced, together with the costs of repairs:

| Street. | From. | To. | Cost. |
|------------------------|------------------|---------------------|-------|
| | | | \$ c. |
| Brooklyn | Queen | Dagmar | 15 32 |
| Victor | Broadview | Logan | 4 35 |
| First | Broadview | Logan | 7 65 |
| Logan | Queen! | Gerrard | 11 45 |
| DeGrassi | Queen | Gerrard | 8 19 |
| Esplanade | Yonge | Lorne | 8 50 |
| Homewood | Carlton | Wellesley | 22 20 |
| Duchess | Sherbourne | Berkeley | 4 50 |
| Berkeley | Queen | Wilton | 6 80 |
| Duncan | Queen | Adelaide | 3 60 |
| Denjson | Queen | Sr. Patrick | 3 80 |
| Wellington | Simcoe | John | 3 40 |
| Bathurst | Hill | Old Fort | 6 60 |
| Bathurst | King | Queen | 7 40 |
| Wellington | Niagara | Strachan | 6 20 |
| Strachan | Wellington | King | 5 80 |
| Lansdowne | Bloor | Royce | 5 30 |
| Adelaide | Spadina | Bathurst | 7 80 |
| Charles | Yonge | Church | 3 90 |
| Simcoe | King | Wellington | 4 70 |
| Bay | Esplanade | Lake | 5 40 |
| York | Front | Station | 3 20 |
| River | Queen | Gerrard | 21 80 |
| Cumberlaud | Yonge | Avenue Rd. | 25 20 |
| Temperance | Yonge | Bay | 2 60 |
| St. Joseph | Yonge | Queen's Park | 2 90 |
| Isabella | Yonge | Jarvis | 4 20 |
| Homewood | Carlton | Wellesley | 19 30 |
| Spadina | Front | King | 13 90 |
| Brock | College | North End | 3 80 |
| Irwin | Yonge | St. Nicholas | 2 90 |
| Davenport | Yonge | Avenue Rd. | 18 17 |
| Jarvis | King | Queen | 18 00 |
| Bellair | Bloor | Yorkville | 7 30 |
| River | Queen | Gerrard | 29 80 |
| Bathurst | King | Niagara | 15 11 |
| Chapel | St. Joseph | St. Mary | 4 98 |
| Reid's Lane | Wilton Ave. | South End | 16 31 |
| Cottingham | Yonge | 1st lane west | 27 05 |
| John | Queen! | Grange | 10 10 |
| Post Office Lane | Adelaide | Lombard | 4 80 |
| Czar | St. Thomas | Queen's Park | 7 20 |

The pavements constructed as local improvements, which have been re-surfaced, are given below, together with the cost of each:

| Street. | From. | To | Cost. |
|------------------|------------------|---------------------|--------|
| | | | \$ c. |
| John | Bridge | 405 ft. south | 328 91 |
| Anderson | Simcoe | McCaul | 143 41 |
| Langley | Broadview | Logan | 456 06 |
| Wilton | Sherbourne | Parliament | 277 36 |
| Wellesley | Parliament | Sumach | 382 25 |
| Parliament | King | Mill | 441 46 |

GRAVEL ROADWAYS.

The undermentioned gravel roadways have been maintained in a safe condition by repairing from time to time, filling in ruts, etc.:

| Street. | From. | To. | Cost. |
|------------------------|------------------|-----------------|-------|
| | | | \$ c. |
| Dunn | Queen | Huxley | 29 17 |
| Macdonnell | Queen | Garden | 50 15 |
| Lansdowne | Marion | Union | 11 80 |
| O'Hara | Queen | North End | 19 99 |
| Melbourne | Dufferin | Elm Grove. | 42 11 |
| Elm Grove | Queen | King | 6 90 |
| Brock | Dundas | Florence | 29 40 |
| Peel | Dufferin | Gladstone | 6 95 |
| Dufferin | Dundas | Peel | 43 29 |
| Afton | Lisgar | Northcote | 3 30 |
| Lisgar | Queen | Afton | 6 95 |
| Beaconsfield | Queen | Afton | 25 91 |
| Foxley | Dovercourt | Dundas | 33 34 |
| Crawford St. Extension | Crawford | Montrose | 18 55 |

The work in connection with unimproved roads consisted mainly of ditching and grading, together with a general supervision to keep them reasonably safe for traffic. The following is a list of those that were graded:

| Street. | From. | To. |
|----------------------|----------------------------|-----------------------|
| Piper | Bay | Westerly |
| Dupont | Walmer Rd. | Bathurst |
| Greenwood Ave. | Queen | Danforth |
| Fern Ave. | Macdonnell | Roncesvalles |
| Elm Ave. | Nanton Ave. | Hawthorne |
| Lumbervale Ave. | Sorauren. | Easterly |
| Grace | 400 ft. n. of College | 500 ft. further north |
| Leuty Ave. | Queen | Violet |

LAKE SHORE ROAD.

During the latter part of the year south-easterly storms worked considerable damage to the Lake Shore Road, undermining both it and the sidewalk for a distance of about 2,000 feet. An appropriation of \$2,500 was asked for, and made for the purpose of building a rubble protection wall. This wall will be built with the least possible delay.

PLANK SIDEWAKS.

The annexed table is a list of all local improvement plank sidewalks constructed during the year:

LIST OF PLANK SIDEWALKS CONSTRUCTED AS LOCAL IMPROVEMENTS BY THE CITY ENGINEERS
DEPARTMENT DURING YEAR 1905.

| Street. | Side. | From. | To. | Width. | Length. | Lumber. | Nails. | Total Cost. |
|-------------------|-------|---------------------------|-------------------------|-----------------|---------|---|---------------|-------------|
| Division No. 1: | | | | | | | | |
| Hogarth..... | N. | 203 ft. e. Broadview..... | Logan | 4 | 1,928 | 20,869 | 700 | 642 26 |
| Bain | N. | Broadview | 420 ft. east..... | 5 $\frac{1}{2}$ | 420 | 6,296 | 200 | 185 26 |
| Lamb | S. | 475 ft. e. Sumach..... | 120 ft. further east .. | 5 $\frac{1}{2}$ | 120 | 1,804 | 75 | 55 45 |
| Violet | N. | Lee | Leuty | 4 | 332 | 4,021 | 100 | 127 90 |
| Leuty | W. | Queen | Violet | 4 | 766 | 8,875 | 300 | 223 41 |
| Leuty | E. | Queen | 829 ft. south | 4 | 833 | 9,810 | 335 | 255 45 |
| Waverley | W. | Queen | 1,122 ft. south | 4 | 1,122 | 15,908 | 400 | 476 48 |
| Englewood..... | N. | Pape | Jones | 4 | 1,265 | 13,494 | 400 | 344 11 |
| Division No. 3: | | | | | | | | |
| Lake | S. | E. s. Bay | 1,434 ft. west..... | 6 | 1,434 | 24,312 | 700 | 647 23 |
| Division No. 4: | | | | | | | | |
| Bedford Rd..... | W. | Davenport | N. limit of No. 174 .. | 4 | 298 | 3,179 | 100 | 81 99 |
| Division No. 5: | | | | | | | | |
| Hallam | S. | Shaw | Ossington | 4 | 684 | 7,392 | 250 | 225 63 |
| Gore Vale | E. | 281 ft. s. Arthur | 539 ft. further south.. | 4 | 239 | 2,550 | 100 | 66 15 |
| Shaw Pl | N. | Shaw | Ossington | 4 | 616 | 6,571 | 200 | 189 40 |
| Melville Ave.... | N. | Miles Pl..... | Shaw | 4 | 636 | 6,784 | 200 | 193 07 |
| Division No. 6: | | | | | | | | |
| Havelock | W. | College | 419 ft. 8 ins. north .. | 4 | 431' 8" | 4,606 | 200 | 129 64 |
| Van Horne | N. | Dovercourt..... | 126 ft. w. Bartlett .. | 4 | 1,111 | 11,851 | 500 | 326 45 |
| Armstrong | N. | Dufferin | West End | 4 | 1,277 | 13,910 | 500 | 359 40 |
| Armstrong | S. | Dufferin | West End | 4 | 1,277 | 14,594 | 500 | 375 93 |
| Salem | W. | Shauly | Dovercourt Park | 4 | 322 | 3,435 | 150 | 99 92 |
| William | N. | Edwin | West End | 4 | 265 | $\frac{1}{2}$ Cord Cedar Posts, 5 ins. $\frac{1}{2}$ " | 100 } 25 } | 101 98 |
| Sterling Rd. | W. | Dundas | 1,147 ft. north | 4 | 1,027 | 10,955 | 300 | 291 78 |

WOOD CROSSINGS.

The wood crossings throughout the City have received careful attention to maintain them in a safe condition for traffic.

There were 83 new wood crossings constructed by this Department during the year.

RETAINING WALL—YONGE STREET.

By order of Council, a retaining wall was constructed under the supervision of this Department, on Yonge Street, at the intersection of Severn Street, as a protection to the roadway at this point. The cost was as follows:

| | |
|----------------|----------|
| Labor | \$599 80 |
| Material | 300 24 |
| | <hr/> |
| | \$900 04 |

PLANK SIDEWALK EXTENSIONS.

Plank sidewalk extensions have been constructed by this Department, at the request of individuals, and for which there has been received, and paid to the City Treasurer, \$277.87.

The amount received on miscellaneous accounts and paid to the City Treasurer, was \$109.65.

STREET OPENING PERMITS.

These permits are issued to builders, contractors and others desirous of removing temporarily a portion of the sidewalk. During the twelve months, ending December 31st, nine of these permits were granted, a deposit of \$10 being exacted in each case, and held as security until the sidewalk was properly restored.

STREET NUMBERING.

The above service has been a very important one during the current year. The large number of new buildings erected has necessitated a great deal of attention. On several streets the erection of new houses on heretofore vacant property caused considerable confusion in the numbers.

The agitation for a better system of street numbering than has

existed heretofore, culminated in the passage of a By-law legalizing the renumbering of several streets, the block system of street numbering to be adopted.

I beg to draw attention to the necessity of increasing this appropriation, and to provide in the Estimates a sum sufficient to number the dwelling in the district known as Kew Beach, consisting of the streets west of Balsam Avenue.

PUBLIC CONVENIENCES.

The public conveniences situated at St. Andrew's Market; Queen Street, opposite Dundas Street; Queen Street west, at the intersection of King Street; and at St. Lawrence Market, have received daily attention to maintain them in a sanitary condition, and it is gratifying to learn that practically no complaints have been received this year in that connection.

EXPRESSMEN AND CABMEN'S SHELTERS.

The shelters erected for the benefit of cabmen and expressmen, situated on Richmond Street, west of Yonge Street; Station Street; Esther Street, south of Queen Street; and Markham Street, north of Queen Street, are all in fairly good condition, there being no complaints registered against them.

During the latter part of the year the shelter which was situated on Jarvis Street was removed to Lombard Street, east of Church Street.

RAMP FOOT OF JOHN STREET

During the year a ramp was constructed at the foot of John Street for the purpose of loading scows to the Island. This ramp was built at a cost of \$506.61.

STREET OPENINGS AND EXTENSIONS.

By order of Council the following streets were extended: Fern Avenue, Atkin Avenue, Piper Street, Elm Avenue, Lumbervale Ave, Pearl Street, Hickson Street.

CITY WHARF ROADWAYS.

By order of Council two new roadways were ordered to be constructed, one alongside of the first freight shed west of Bay Street, and the other on the east side of the new Turbinia dock.

These works were undertaken and completed under the supervision of this Department.

SNOW REMOVAL—SIDEWALKS.

During the winter, 1904-5, which might be mentioned as a very severe one, snow was removed from 2,273,634 lineal feet of sidewalks, representing over 430 miles. The cost of removing the snow was assessed against the property fronting which the sidewalks were cleaned, the cost being \$11,395.19.

The rate per cleaning, per foot frontage was five mills, the details being as follows:

| Ward. | Miles. | Feet. | Cost. |
|--------|--------|-------|-------------|
| 1..... | 85 | 4,710 | \$2,268 73 |
| 2..... | 24 | 251 | 650 01 |
| 3..... | 19 | 1,938 | 516 28 |
| 4..... | 54 | 3,302 | 1,446 09 |
| 5..... | 104 | 4,766 | 2,769 70 |
| 6..... | 141 | 4,107 | 3,744 38 |
| | 430 | 3,234 | \$11,395 19 |

AVENUE ROAD ANNEXATION.

During the current year Council approved of the annexation of that tract of land situated north of St. Clair Avenue, extending (approximately) 3,600 lineal feet northerly, by 1,850 feet in width. This new section required a great deal of attention, and necessitated a large amount of expenditure during the year.

HOUSE OF INDUSTRY STONE.

The casual inmates of this institution broke, approximately, 730 cubic yards of stone during the past season. The amount of stone delivered to this institution during the year 1904-5, was 130 toise. The cost of this stone being \$1,365.32, and the cost of teaming, sledging, and measuring amounted to \$246.67.

Respectfully submitted.

W. M. MACPHAIL.

Assistant Engineer.

TABLE No. 7.
ASPHALT PAVEMENTS.

| Street. | From. | To. | Width. Lin. Ft. | Length. Lin. Ft. |
|------------------------|-----------------------|----------------------|--------------------|---------------------|
| Albany Ave | Wells | City Limits | 22 | 1,349 |
| Bernard Ave | Spadina Ave | Walmer Rd. | 24 | 256 |
| Bank | Dufferin | Sheridan Ave | 21 | 472 |
| Bernard Ave | Walmer Rd | Kendall Ave | 24 | 256 |
| Bathurst (w.s. only) . | Bloor | City Limits | one side only | 3,238 |
| Bathurst (w.s. only) . | College | Bloor | one side only | 3,209 |
| Beatrice | College | 608 ft. south. | 24 | 608 |
| Cottingham. | Rathnally Ave | Poplar Plains Rd .. | 21 | 483 |
| Dundonald | Yonge | Church St | 24 | 963 |
| D'Arcy | McCaul | Spadina Ave | 24 | 1,664 |
| Elizabeth. | College | Grenville | 24 | 210 |
| Follis Ave | Bathurst | Palmerston Ave ... | 24 | 594 |
| Gildersleeve Ave ... | Sumach | East End | 18 | 401 |
| George | Queen | Duke | 33 | 835 |
| George | King | Duke | 42½ | 267 |
| Harrison | Lakeview Ave | Dovercourt Rd | 24 | 420 |
| Kensington Ave ... | St. Patrick | Baldwin | 20 | 796 |
| Markham | Bloor | Herruck | 24 | 864 |
| Montrose Ave | College | 600 ft. north | 24 | 590 |
| Mowat Ave | 524 ft. s. of King... | 176 ft. south | 24 | 176 |
| Markham | Bloor | Follis Ave | 24 | 1,632.6 |
| McAlpine Ave | McMurrich | Davenport Rd | 21 | 376.6 |
| Macpherson Ave ... | Rathnally Ave | Poplar Plains Rd .. | 21 | 723.9 |
| Macpherson Ave ... | Yonge | 429 ft. east | 21 | 429 |
| Northumberland ... | Delaware Ave | Dovercourt Rd | 21 | 264 |
| Oxford | Spadina Ave | Augusta Ave | 24 | 757.6 |
| Westmoreland Ave .. | Bloor | Van Horne | 24 | 3,177 |
| Wright Ave | Macdonnell Ave .. | Soirauren Ave | 21 | 766 |
| Yorkville Ave | Yonge | Avenue Rd | 18'9" to 24 | 1,965 |
| Yonge | W.S. Summerhill .. | To 789 ft. south ... | 35½ | 789 |
| | | | | 28,531.3 |

BRICK PAVEMENTS.

| | | | | |
|------------------------|------------------------|-----------------------|----------|---------|
| Commercial Lane ... | Francis | West End | 28 | 211 |
| Fraser Ave | 239 ft. s. of King ... | 461 ft. further south | 24 | 461 |
| Hagerman | Elizabeth | 219 ft. east | 10 to 24 | 219 |
| Lane 1st w. of Y'k ... | Front | 185 ft. north | 20 | 185 |
| Mechanics Ave | Wyndham | Delaney Cres't. | 10 to 20 | 416 |
| Osler Ave | Royce Ave | North City limits .. | 24 | 968.9 |
| Pacific Ave | Atlantic Ave | 616 ft. south | 24 | 893 |
| Preston Ave | Bloor | Northumberland ... | 24 | 330.6 |
| Phipps | 12½ w. of St. Nicholas | St. Vincent | 15 | 405.3 |
| | | | | 4,089.6 |

TABLE No. 7.
ASPHALT PAVEMENTS.

| Pavements Sq. Yds. | Curb. | | | Completed. | Contractor. |
|-----------------------|----------------------|---------------------|----------|----------------|--------------------------|
| | Width. Lin. Inch. | Length. Lin. Ft. | Class. | | |
| 3,503 | 5 | 2,692 | Concrete | July 3, 1905 | The Barber Asp't Pg. Co. |
| 689 | ..... | ..... | Concrete | July 3, 1905 | " " |
| 1,104 | ..... | ..... | Concrete | July 26, 1905 | The Con. & Pav. Co. |
| 685 | 5 | 465 | " | Sept. 7, 1905 | The Con. & Pav. Co. |
| 4,200 | 6 | 3,216 | " | Oct. 5, 1905 | The Con. & Pav. Co. |
| 4,163 | 6 | 3,197 | " | Oct. 23, 1905 | The Warren Bit. Pav.Co. |
| 1,640 | 5 | 1,280 | " | Nov. 29, 1905 | The Barber Asp't Pg.Co. |
| 1,140 | 5 | 976 | " | Nov. 1, 1905 | The Con. & Pav. Co. |
| 2,671 | 5 | 1,960 | " | Sept. 1, 1905 | The Barber Asp't Pg. Co. |
| 4,571 | ..... | ..... | ..... | Nov. 17, 1905 | The Con. & Pav. Co. |
| 566 | 5 | 330 | Concrete | Aug. 10, 1905 | " " |
| 1,540 | 5 | 1,295 | " | Dec. 2, 1905 | " " |
| 805 | 5 | 802 | " | June 1, 1905 | The Barber Asp't Pg. Co. |
| 3,867 | 6 | 1,662 | " | Aug. 24, 1905 | " " |
| 1,314 | 6 | 554 | " | Aug. 24, 1905 | " " |
| 1,122 | ..... | ..... | ..... | June 9, 1905 | " " |
| 1,980 | 5 | 1,854 | Concrete | Oct. 4, 1905 | " " |
| 2,927 | 5 | 1,744 | " | May 20, 1905 | The Con. & Pav. Co. |
| 1,628 | 5 | 1,252 | " | June 3, 1905 | The Barber Asp't Pg.Co. |
| 501 | 5 | 386 | " | July 4, 1905 | " " |
| 4,690 | 5 | 3,352 | " | Aug. 3, 1905 | " " |
| 927 | ..... | ..... | ..... | July 27, 1905 | The Con. & Pav. Co. |
| 1,741 | 5 | 1,442 | Concrete | Aug. 22, 1905 | " " |
| 1,003 | 5 | 858 | " | Sept. 21, 1905 | " " |
| 604 | ..... | ..... | ..... | Oct. 17, 1905 | " " |
| 2,025 | ..... | ..... | ..... | Sept. 8, 1905 | " " |
| 8,770 | 5 | 6,465 | Concrete | Not compl'd | " " |
| 1,786 | ..... | ..... | ..... | Oct. 16, 1905 | " " |
| 5,580 | 5 | 3,964 | Concrete | June 13, 1905 | " " |
| 3,454 | 6 | 1,507 | " | Sept. 19, 1905 | The Warren Bit. Pav. Co. |
| 71,196 | ..... | 41, 253 | ..... | ..... | ..... |

BRICK PAVEMENTS.

| | | | | | |
|--------|-------|-------|----------|----------------|--------------------------|
| 651 | 5 | 159 | Concrete | Aug. 12, 1905 | Day labor. |
| 1,294 | 5 | 930 | " | June 22, 1905 | " " |
| 500 | 5 | 433 | " | Aug. 11, 1905 | The Godson Con. Co. |
| 436 | 5 | 225 | " | June 12, 1905 | John Maguire. |
| 828 | 5 | 848 | " | July 3, 1905 | " " |
| 2,675 | 5 | 1,964 | " | Dec. 6, 1905 | The Tor. Con. & Pav. Co. |
| 2,450 | 4 | 1,788 | Stone... | Sept. 22, 1905 | Day labor. |
| 904 | 5 | 693 | Concrete | July 18, 1905 | John Maguire. |
| 677 | 5 | 810 | " | Aug. 17, 1905 | Day labor. |
| 10,415 | ..... | 6,062 | Concrete | ..... | ..... |
| | | 1,788 | Stone. | ..... | ..... |

VITRIFIED BLOCK.

| Street. | From. | To. | Width. Lin. Ft. | Length. Lin. Ft. |
|----------------|------------------|-----------------|--------------------|---------------------|
| Dundas | The Bridge | Bloor | 26 | 3,045 |
| Front | Church | Jarvis | 35 to 20 | 700.9 |
| Princess | King | Esplanade | 36 | 789.6 |
| | | | | 4,535.3 |

BITULITHIC PAVEMENTS.

| | | | | |
|-------------------|------------------|---------------------|-----|-------|
| Bismark Ave | Park Rd | East End | 21 | 499 |
| Bleecker | Wellesley | Howard | 21 | 1,464 |
| Bain Ave | Pape Ave | Logan Ave | 24 | 1,251 |
| Charles | Church | Jarvis | 24 | 648 |
| Dunbar Rd | Elm Ave | South Drive | 18 | 649 |
| Gerrard | The bridge | Broadview Ave | 25½ | 792 |
| Pape Ave | Queen | Gerrard | 24 | 2,430 |
| Roxborough | Avenue Rd | 633 ft. east | 33 | 633 |
| Frederick | King | Duke | 33 | 267 |
| | | | | 8,633 |

MACADAM ROADWAYS.

| | | | | |
|---------------------|---------------------|----------------------|----------|---------|
| Agnes | Yonge | University Ave | 30 | 1,904 |
| Caroline Ave | Queen | Eastern Ave | 24 | 958 |
| Crocker Ave | Bellwoods Ave | East End | 24 | 473 |
| Dufferin | Bloor | North City limits .. | 24 | 3,424 |
| Edward | Yonge | University Ave | 24 | 1,837 |
| Elizabeth | Queen | College | 24 | 3,373.6 |
| Jefferson Ave | Liberty | 187 ft. south | 24 | 187 |
| Molson | Roxborough | MacPherson | 20 | 313.9 |
| Sterling Rd | Dundas | North End | 18 to 24 | 1,145.6 |
| Sparkhall Ave | Broadview Ave | 380 ft. east | 22 | 380 |
| Teraulay | Albert | College | 30 | 2,875.6 |
| Wellesley | Yonge | Church | 35 | 936.9 |
| | | | | 17,808 |

VITRIFIED BLOCK.

| Pavements Sq. Yds. | Curb. | | | Completed. | Contractor. |
|-----------------------|----------------------|---------------------|----------|----------------|--------------------------|
| | Width. Lin. Inch. | Length. Lin. Ft. | Class. | | |
| 9,686 | 6 | 6,021 | Concrete | Dec. 12, 1905 | The Con. & Pav. Co. |
| 4,800 | ..... | ..... | ..... | Oct. 17, 1905 | John Maguire. |
| 3,328 | 6 | 1,607 | Concrete | Sept. 18, 1905 | The Tor. Con. & Pav. Co. |
| 17,814 | | 7,628 | | | |

BITULITHIC PAVEMENTS.

| | | | | | |
|--------|-------|---------------|----------------------|---------------|--------------------------|
| 1,292 | 5 | 982 | Concrete | July 13, 1905 | The Warren Bit. Pav. Co. |
| 3,488 | 5 | 2,936 | " | Sept. 9, 1905 | " " " |
| 3,531 | 5 | 2,565 | " | Nov 27, 1905 | " " " |
| 1,706 | ..... | ..... | ..... | July 26, 1905 | " " " |
| 1,291 | ..... | ..... | ..... | July 18, 1905 | " " " |
| 2,565 | 6 | 1,566 | Concrete | Aug. 26, 1905 | " " " |
| 6,884 | 5 | 4,959 | " | Nov. 1, 1905 | " " " |
| 2,324 | 5 | 1,266 | " | July 8, 1905 | " " " |
| 1,016 | 4 | 192 | Stone... | Dec. 11, 1905 | " " " |
| 24,097 | | 14,274 192 | Concrete Stone... | | |

MACADAM ROADWAYS.

| | | | | | |
|--------|-------|--------|----------|------------------|-----------------------|
| 6,600 | 5 | 516 | ..... | Oct. 20, 1905 | Day labor. |
| 2,561 | 5 | 1,915 | Concrete | July 3, 1905 | J. Macguire. |
| 1,446 | 5 | 173 | " | Dec. 11, 1905 | Day labor. |
| 9,659 | ..... | ..... | ..... | C'd o'r till '06 | The Godson Cont'g Co. |
| 5,192 | ..... | ..... | ..... | Nov. 15, 1905 | Day labor. |
| 9,358 | 5 | 6,459 | Concrete | C'd o'r till '06 | " |
| 499 | 5 | 374 | " | May 30, 1905 | " |
| 776 | 5 | 758 | " | Oct. 19, 1905 | " |
| 2,765 | 5 | 226 | " | Aug. 16, 1905 | " |
| 936 | 5 | 810 | " | Sept 19, 1905 | " |
| 1,082 | ..... | ..... | ..... | Dec. 14, 1905 | " |
| 3,643 | 5 | 1,874 | Concrete | May 16, 1905 | " |
| 44,517 | | 13,105 | Concrete | | |

TAR MACADAM ROADWAYS.

| Street. | From. | To. | Width. Lin. Ft. | Length. Lin. Ft. |
|---------------------|--------------------|---------------------|--------------------|---------------------|
| Carlaw Ave..... | Queen | Eastern Ave | 24 | 951 |
| Elm Ave | Huntley | West End | 24 | 236.6 |
| Grace | College | 494 ft. north | 21 | 474 |
| Hawthorne Ave | Dale Ave | 842 ft. north | 24 | 842 |
| Lamport Ave | Crescent Rd | 439 ft. east..... | 18 to 58 | 439 |
| Sumach | King | Eastern Ave | 24 | 418 |
| Vanauley | Queen | Grange Ave | 20 | 1,190.9 |
| Virtue | Sorauren Ave..... | 314 ft. east..... | 19 | 314 |
| Withrow Ave | Broadview Ave | Logan Ave | 21 | 1,773 |
| | | | | 6,638.3 |

CEDAR BLOCK ON SAND.

| | | | | |
|---------------------|--------------------|-----------------------|-----|---------|
| Crawford | Bloor | 1,755 ft. south | 21 | 1,755 |
| Gerrard..... | River | The Bridge | 25 | 578 |
| Lansdowne Ave. | Dundas | College | 21½ | 327.3 |
| Vermont Ave..... | Palmerston Ave.... | Manning Ave..... | 24 | 660.6 |
| | | | | 3,320.9 |

CEDAR BLOCK ON CONCRETE.

| | | | | |
|-----------------|-----------------|----------------------|--------|-------|
| Bathurst | The Bridge..... | 515 ft. south | Varied | 515 |
| Logan Ave | Queen | 2,124 ft. south | 20 | 2,124 |
| | | | | 2,639 |

CONCRETE.

| | | | | |
|----------------------|--------------|---------------------|-----------|-----|
| Lane 1st e. of Yonge | Shuter | 155 ft. north | 19 to 19½ | 155 |
| Lane 1st e. of Yonge | Shuter..... | South | 22 | 133 |
| | | | | 288 |

GRANITE SETT.

| | | | | |
|-----------------|-------------|---------------|----------|-------|
| Esplanade | Scott | Berkeley..... | 25 to 35 | 3,497 |
|-----------------|-------------|---------------|----------|-------|

TAR MACADAM ROADWAYS.

| Payments Sq. Yds. | Curb. | | | Completed. | Contractor. |
|----------------------|----------------------|---------------------|----------|---------------|---------------------|
| | Width. Lin. inch. | Length. Lin. Ft. | Class. | | |
| 2,539 | ..... | ..... | ..... | June 9, 1905 | The Con. & Pav. Co. |
| 718 | 5 | 473 | Concrete | Sept. 7, 1905 | " " |
| 1,106 | ..... | ..... | ..... | June 27, 1905 | " " |
| 2,635 | 5 | 273 | Concrete | Dec. 7, 1905 | The Godson Con. Co. |
| 856 | 4 | 910 | Stone... | Sept. 2, 1905 | " " |
| 1,045 | 5 | 884 | Concrete | June 24, 1905 | " " |
| 2,679 | ..... | ..... | ..... | July 8, 1905 | The Con. & Pav. Co. |
| 664 | 5 | 628 | Concrete | July 25, 1905 | Day labor. |
| 3,741 | 5 | 5,575 | " | Nov. 22, 1905 | The Godson Con. Co. |
| 15,983 | | 7,833 | Concrete | | |
| | | 910 | Stone... | | |

CEDAR BLOCK ON SAND.

| | | | | | |
|-------|-------|-------|----------|----------------|--------------------------|
| 4,095 | 4 | 3,361 | Wood .. | May 18, 1905 | The Godson Con. Co. |
| 1,657 | 5 | 727 | Concrete | Sept. 23, 1905 | The Con. & Pav. Co. |
| ..... | ..... | ..... | ..... | Dec. 11, 1905 | Day labor. |
| 1,934 | 5 | 1,489 | Concrete | Oct. 24, 1905 | The Tor. Con. & Pav. Co. |
| 7,686 | | 2,216 | " | | |
| | | 3,361 | Wood .. | | |

CEDAR BLOCK ON CONCRETE.

| | | | | | |
|-------|---|-------|----------|----------------|--------------------------|
| 2,312 | 6 | 1,021 | Stone .. | Sept. 15, 1905 | The Con. & Pav. Co. |
| 5,061 | 4 | 4,492 | " .. | Nov. 21, 1905 | The Tor. Con. & Pav. Co. |
| 7,373 | | 5,513 | | | |

CONCRETE.

| | | | | | |
|-----|-------|-------|-------|---------------|---------------------|
| 329 | ..... | ..... | ..... | July 24, 1905 | A. Gardner & Co. |
| 325 | ..... | ..... | ..... | Aug. 31, 1905 | The Con. & Pav. Co. |
| 654 | | | | | |

GRANITE SETT.

| | | | | | |
|--------|---|-------|----------|----------------|---------------------|
| 13,247 | 6 | 6,253 | Stone .. | Sept. 10, 1905 | The Godson Con. Co. |
|--------|---|-------|----------|----------------|---------------------|

WOOD BLOCK.

| Street. | From. | To. | Width. | Length. |
|-----------------------------------|-------|-------|--------|---------|
| York St. Bridge | | | | 120 |
| Yonge and Queen (Intersection) | | | | 66 |
| | | | | 186 |

GRADING.

| | | | | |
|----------------|-----------------------|-----------------------|----|-------|
| Grace | 494 ft. n. of College | 500 ft. further north | 66 | 500 |
| Leuty Ave..... | Queen | 644 ft. south | 66 | 644 |
| | | | | 1,144 |

TRACK ALLOWANCE—RECONSTRUCTION.

| | | | Ft. Ins. | |
|--------------|--------------------|---------------------|------------|---------|
| Dundas | Between bridges... | (Devil strip) | 3 8 | 337 |
| King | Subway approaches. | (Devil strip) | 7.3 to 3.6 | 1,151 |
| Queen | Yonge | River | 3 5 | 5,112.3 |
| Yonge | College | Bloor | 3 5 | 2,857 |
| | | | | 9,457.3 |

NEW TRACK ALLOWANCE.

| | | | | |
|-------------|----------------------|----------------------|-------|-------|
| Queen | w.s. Woodbine Ave. | East City limits.... | ..... | 4,088 |
| Yonge | n.s. S'm'erhill Ave. | 789 feet south | 6 6 | 789 |
| | | | | 4,877 |

WOOD BLOCK.

| Pavement. Sq. Yds. | Class of Pavement. | | | Completed. | Contractor. |
|-----------------------|--------------------|---------------------|---------|---------------|-------------|
| | Brick. | Vitrified Block. | Scoria. | | |
| | | | | Sept. 1, 1905 | Day labor. |
| | | | | Nov. 20, 1905 | " |

GRADING.

| | | | | | |
|--------------|-------|-------|-------|----------------|----------------|
| 3,842 c.yds. | ..... | ..... | ..... | Sept. 20, 1905 | John Hartnett. |
| ..... | ..... | ..... | ..... | June 12, 1905 | Day labor. |

TRACK ALLOWANCE—RECONSTRUCTION.

| | | | | | |
|-------|-------|---------|---------|---------------|------------|
| 142 | ..... | 337 | ..... | Oct. 23, 1905 | Day labor. |
| 674 | ..... | 1,151 | ..... | Oct. 19, 1905 | " |
| 1,988 | ..... | 4,815.9 | 296.6 | May 31, 1905 | " |
| 1,111 | ..... | ..... | 2,857 | June 9, 1905 | " |
| 3,915 | ..... | 6,303.9 | 3,153.6 | | |

NEW TRACK ALLOWANCE.

| | | | | | |
|-------|-------|-------|-------|----------------|--------------------------|
| 5,865 | ..... | 4,088 | ..... | Laid over till | J. H. McKnight. |
| 569 | ..... | 789 | ..... | 1906 | |
| 6,434 | ..... | 4,877 | ..... | Sept. 19, 1905 | The Warren Bit. Pav. Co. |

CONCRETE CURBING.

| Street. | From. | To. | Side. | |
|---------------------|------------------------|----------------------|-------------|--|
| Argyle | Dundas | Dovercourt Rd. | South | |
| Agnes | Yonge | Teraulay | South | |
| Agnes | Centre Ave. | University | South | |
| Agnes | Centre Ave. | University | North | |
| Bernard Ave. | Spadina Rd. | Walmer Rd. | North | |
| Bank | Dufferin | Sheridan Ave. | South | |
| Carlaw Ave. | Queen | Eastern Ave. | East | |
| Defoe | McDonnell Sq. | Tecumseth | Both | |
| Dufferin | Bloor | North City limits .. | East | |
| Edward | Teraulay | University | South | |
| Harrison | Lakeview Ave. | Dovercourt Rd. | North | |
| Hawthorne Ave. | 650 ft. n. of Dale Av. | 192 feet north | West | |
| Roxborough | Avenue Rd. | 633 feet east | South | |
| Teraulay | Albert | Walton | West | |
| Teraulay | Albert | College | East | |

PRIVATE CONCRETE SIDEWALKS.

| No. | Street. | From. | To. | Side. | Width. |
|-----|-------------------|-----------------------|----------------------|-------------|--------|
| 1 | Bloor | E. from Doverc't Rd | ..... | South | |
| 2 | Wellington Pl ... | a pt. w. of Spadina | A point further west | ..... |  |
| 3 | Portland | a pt. n. of King | A point further n'th | West | |
| 4 | Yonge | Opp. No. 1152. .... | ..... | " ..... |  |
| 5 | Yonge & Cottingh | am, opp. Bank ..... | ..... | " ..... |  |
| 6 | Chestnut | N. from Agnes ..... | ..... | East | |
| 7 | George | Opp. Frankel Bros. | No. 109 | " | |
| 8 | " | " | No. 120 | " | |
| 9 | Dundas | Opp. 611, 613, 615 .. | ..... | ..... |  |
| 10 | Queen | Close Ave | A point west | South | |
| 11 | Queen | Opp. 363 and 365 .. | ..... | ..... |  |
| 12 | Church | Carlton | A point north | West | |
| 13 | Dominion | Dufferin | Westerly | North | |
| 14 | Front | Church | A point east | " | |
| 15 | Yonge | Opp. 1212, 1214, 1216 | ..... | ..... |  |
| 16 | King, opp. Car Ba | rns (St. Ry. Co.) .. | ..... | ..... |  |
| 17 | King | Opp. 1149 and 1139 .. | ..... | ..... |  |
| 18 | Vine | Front | A point south | East | |
| 19 | Barton Ave. | Bathurst | A point east | South | |
| 20 | Yonge | Opp. Eaton's ..... | ..... | ..... |  |
| 21 | Grace | Arthur | A point north | West | |

CONCRETE CURBING.

| | Width. | Length. | | Completed. | Contractor. |
|-------|---------|---------|-------|---------------|---------------------------|
| | inches. | | | | |
| ..... | 5 | 933 | ..... | June 10, 1905 | The Tor. Con. & Pav. Co. |
| ..... | 5 | 738 | ..... | Aug. 8, 1905 | The Grant Con. Co. |
| ..... | 5 | 212 | ..... | July 31, 1905 | " |
| ..... | 5 | 212 | ..... | July 31, 1905 | " |
| ..... | 5 | 256 | ..... | June 23, 1905 | The Barber Asph. Pav. Co. |
| ..... | 5 | 472 | ..... | July 21, 1905 | The Con. & Pav. Co. |
| ..... | 5 | 951 | ..... | Apr. 27, 1905 | " |
| ..... | 5 | 422 | ..... | May 26, 1905 | The Tor. Con. & Pav. Co. |
| ..... | 5 | 3,478 | ..... | Nov. 2, 1905 | A. Gardner & Co. |
| ..... | 5 | 1,180 | ..... | Oct. 3, 1905 | Day labor. |
| ..... | 5 | 420 | ..... | May 17, 1905 | The Barber Asph. Pav. Co. |
| ..... | 5 | 192 | ..... | Oct. 24, 1905 | Day labor. |
| ..... | 5 | 633 | ..... | June 30, 1905 | The Warren Bit. Pav. Co. |
| ..... | 5 | 1,825 | ..... | Oct. 23, 1905 | The Grant Con. Co. |
| ..... | 5 | 2,748 | ..... | Nov. 3, 1905 | " |
| | | 14,672 | | | |

PRIVATE CONCRETE SIDEWALKS.

| Length. | Curb. | | Completed. | Contractor. |
|---------|--------|---------|------------|-------------|
| | Class. | Length. | | |
| Feet. | | | | |
| 84 | | | | Private. |
| 13 | | | | " |
| 32 | | | | " |
| 27.3 | | | | " |
| 48 | | | | " |
| 62 | | | | " |
| 8 | | | | " |
| 11 | | | | " |
| 53.6 | | | | " |
| 25 | | | | " |
| 37.9 | | | | " |
| 52 | | | | " |
| 23 | | | | " |
| 317.5 | | | | " |
| 50.3 | | | | " |
| 277.5 | | | | " |
| 247.8 | | | | " |
| 244 | | | | " |
| 70 | | | | " |
| 76 | | | | " |
| 120.2 | | | | " |

PRIVATE CONCRETE SIDEWALKS—*Continued.*

| No. | Street. | From. | To. | Side. | Width. |
|-----|-----------------------|---------------------------|--------------------------|-------------|--------|
| 22 | Arthur | Grace | A point west | North ..... | ..... |
| 23 | Queen | Strachan Ave. | A point west | South ..... | ..... |
| 24 | Strachan Ave. | Queen | A point south | West ..... | ..... |
| 25 | Yonge | Opp. No. 199 N'w B'k .. | ..... | ..... | ..... |
| 26 | Nanton Crest | Dale Ave | A point north | East ..... | ..... |
| 27 | Frederick | Duke | A point south | West ..... | ..... |
| 28 | Sterling Rd | Opp. Cowan's Co. | Front ..... | ..... | ..... |
| 29 | Bloor | Shaw | A point 63 feet west .. | South ..... | ..... |
| 30 | Sherbourne | Esplanade | 13.3 north | West ..... | ..... |
| 31 | Pearl e.e. in rear of | 67 to 81 Adelaide .. | ..... | ..... | ..... |
| 32 | Front | Opp. No. 42 ..... | ..... | North ..... | ..... |
| 33 | Yonge | Opp. St. R.R. Sub-St'n .. | ..... | ..... | ..... |
| 34 | King, opp. Warwick | Bros. & Rutter ..... | ..... | ..... | ..... |
| 35 | Mutual | South of Wilton Ave .. | ..... | East ..... | ..... |
| 36 | King | From No. 399 | No. 409 ..... | " ..... | ..... |
| 37 | Spencer Ave | No. 85 | No. 103 ..... | " ..... | ..... |
| 38 | Yorkville Ave | Opp. No. 19 to 25 .. | ..... | ..... | ..... |
| 39 | Simcoe & Adelaide | (S W. cor.) ..... | ..... | ..... | ..... |
| 40 | Fermanagh Ave .. | Roncesvalles Ave .. | A point east ..... | ..... | ..... |
| 41 | Soranren Ave | Opp. York County .. | Loan & Saving Co. .... | ..... | ..... |
| 42 | Ulster | Palmerston Ave | A point west | North ..... | ..... |
| 43 | South Ave | West Ave | Tiverton Ave ..... | " ..... | ..... |
| 44 | O'Hara Ave | Rubber Co. | North end of street .. | Both ..... | ..... |
| 45 | Defoe ..... | ..... | ..... | North ..... | ..... |
| 46 | Whitesides Pl ..... | ..... | ..... | " ..... | ..... |
| 47 | Bismark Ave | Yonge | A pt. 99 ft 6 in east .. | " ..... | ..... |
| 48 | Yonge | Bismark | 36 ft. north | East ..... | ..... |
| 49 | Collier | Yonge | 100 ft. east ..... | ..... | ..... |
| 50 | Berkeley | Opp. 91 and 93 ..... | ..... | East ..... | ..... |
| 51 | Balsam Ave | Spadina Ave | A pt. 137 ft. east | South ..... | ..... |
| 52 | Yonge | Collier | 102 ft. south | East ..... | ..... |
| 53 | Yonge | Opp. No. 783 ..... | ..... | West ..... | ..... |
| 54 | Portland | King | 118 ft. north | West ..... | ..... |
| 55 | King | Strachan Ave | Wellington Lane | North ..... | ..... |
| 56 | Preston Ave | No. 543 | No. 545 | East ..... | ..... |
| 57 | Ulster | Opp. No. 103 ..... | ..... | South ..... | ..... |
| 58 | Bathurst | Queen | A point south | West ..... | ..... |
| 59 | Yorkville Ave | Opp. car barns ..... | ..... | ..... | ..... |
| 60 | Esplanade | Sherbourne | Frederick | North ..... | ..... |
| 61 | Afton Ave. | Opp. No. 1 ..... | ..... | ..... | ..... |
| 62 | Church | Shuter | A point south | East ..... | ..... |
| 63 | Shuter | Church | A point east | South ..... | ..... |
| 64 | Jarvis | King | A point 76 ft. south .. | West ..... | ..... |
| 65 | Trinity | Mill | A point south | East ..... | ..... |
| 66 | Trinity | Mill | " | West ..... | ..... |
| 67 | Dovercourt Rd .. | Bloor | " | East ..... | ..... |

PRIVATE CONCRETE SIDEWALKS--*Continued.*

| Length. | Curb. | | Completed. | Contractor. |
|---------|--------|---------|------------|-------------|
| | Class. | Length. | | |
| Feet. | | | | |
| 85.6 | | | | Private. |
| 71.3 | | | | “ |
| 73.5 | | | | “ |
| 46.5 | | | | “ |
| 62.4 | | | | “ |
| 131 | | | | “ |
| 119.4 | | | | “ |
| 63 | | | | “ |
| 13.3 | | | | “ |
| 132.4 | | | | “ |
| 33 | | | | “ |
| 112.4 | | | | “ |
| 45 | | | | “ |
| 183 | | | | “ |
| 204.5 | | | | “ |
| 359.4 | | | | “ |
| 79 | | | | “ |
| 297.2 | | | | “ |
| 310.3 | | | | “ |
| 205 | | | | “ |
| 147 | | | | “ |
| 241 | | | | “ |
| 353 | | | | “ |
| 358 | | | | “ |
| 89 | | | | “ |
| 99.6 | | | | “ |
| 46.8 | | | | “ |
| 107 | | | | “ |
| 65.4 | | | | “ |
| 137 | | | | “ |
| 102 | | | | “ |
| 49.5 | | | | “ |
| 131 | | | | “ |
| 146.8 | | | | “ |
| 252.8 | | | | “ |
| 27.2 | | | | “ |
| 98.3 | | | | “ |
| 100 | | | | “ |
| 292.5 | | | | “ |
| 18 | | | | “ |
| 106 | | | | “ |
| 117 | | | | “ |
| 76.4 | | | | “ |
| 316 | | | | “ |
| 269 | | | | “ |
| 120.5 | | | | “ |

PRIVATE CONCRETE SIDEWALKS—*Continued.*

| No. | Street. | From. | To. | Side. | Width. |
|-----|---------------------|-----------------------|-----------------|-------------|--------|
| 68 | Gerrard | Victoria | Church | South | |
| 69 | Gould | Victoria | " | North | |
| 70 | Victoria | Gould | Gerrard | East | |
| 71 | Dundas | In front of Fire Hall | " | West | |
| 72 | Berkeley | " | " | West | |
| 73 | Grange Ave | At N.-E. Cor | " | " | |
| 74 | Spadina Ave | Opp. Baldwin run | ning east | West | |
| 75 | Beaumont Rd. | " | " | " | |
| 76 | Avenue Rd | " | " | " | |
| 77 | Wellington St. | Opp. 64 & 66 | " | " | |
| 78 | Wellington St. | Opp. 61 | " | " | |
| 79 | Wellington St. | Opp. 72 | " | " | |
| 80 | Lakeside Home | " | " | " | |

CONCRETE SIDEWALKS.

| Street. | From. | To. | Side. | Width. |
|---------------------|-----------------------|------------------------|----------|--------------|
| Arthur | Bathurst | Bellwoods Ave. | South .. | Ft. In. 6 |
| Adelaide | York | 60 ft. e. of Simcoe. | South .. | 8 |
| Adelaide | Church | Francis | South .. | 6 |
| Aberdeen | Parliament | 441 ft. west | North .. | 3 7 |
| Audley | Pape Ave. | 306 2-3 ft. east | North .. | 5 |
| Belmont | McMurrich | Davenport Rd. | South .. | 5 |
| Barton Ave. | Euclid Ave | Manning Ave. | North .. | 5 |
| Barton Ave. | Palmerston Ave. .. | Euclid Ave | North .. | 5 |
| Barton Ave. | Albany Ave. | Bathurst | North .. | 5 |
| Berkeley | 120 ft. n. of Queen. | Sydenham | West .. | 5 |
| Beverley | College | Cecil | East .. | 5 |
| Bathurst | Arthur | Wolseley | West .. | 6 |
| Brunswick Ave. | Ulster | Bloor | West .. | 6 |
| Brunswick Ave. | Harbord | Bloor | East .. | 6 |
| Bismark Ave. | Park Rd. | 463 feet east | South .. | 4 |
| Brock Ave. | Chesley | 227 ft. n. of Cobourg | East .. | 5 |
| Beatrice | 166½ ft. n. of Arthur | 233½ ft. fur. north .. | West .. | 5 |
| Brunswick Ave. | College | 111 feet north | West .. | 17 6 |
| Bellwoods Ave. | Queen | Arthur | East .. | 5 |
| Blong Ave | Pape Ave. | 305 feet east | South .. | 5 |
| Bellevue Ave. | Bellevue Pl. | Oxford | West .. | 5 |
| Beatty Ave. | Queen | King | West .. | 5 |

PRIVATE CONCRETE SIDEWALKS—*Continued.*

| Length. | Curb. | | Completed. | Contractor. |
|----------|--------|---------|------------|-------------|
| | Class. | Length. | | |
| Feet. | | | | |
| 607.4 | | | | Private. |
| 601.8 | | | | " |
| 583.6 | | | | " |
| 50 | | | | " |
| 185.2 | | | | " |
| 25 | | | | " |
| 29 | | | | " |
| 721 | | | | " |
| 417 | | | | " |
| 64 | | | | " |
| 33 | | | | " |
| 69.4 | | | | " |
| 327 | | | | " |
| 12,087.5 | | | | |

CONCRETE SIDEWALKS.

| Length. | Curb. | | Completed. | Contractor. |
|---------|--------------|---------|----------------|------------------------------|
| | Class. | Length. | | |
| Feet. | | Feet. | | |
| 1,630 | ..... | ..... | May 2, 1905 | The Godson Con. Co. |
| 576 | ..... | ..... | Aug. 2, 1905 | A. Gardner & Co. |
| 463 | ..... | ..... | Aug. 8, 1905 | The Queen City Pav. Co. |
| 440 | 5-in. concr. | 440.4 | Aug. 21, 1905 | The Grant Con. Co. |
| 309.2 | " | 309.2 | Aug. 29, 1905 | The Ontario Con. Pav. Co. |
| 668 | ..... | ..... | April 25, 1905 | Harvard & Leach Pav. Co. |
| 284 | ..... | ..... | May 1, 1905 | Day labor. |
| 297 | ..... | ..... | April 28, 1905 | " |
| 297 | 5-in. concr. | 271 | May 26, 1905 | " |
| 353 | " | 353 | May 30, 1905 | The Queen City Con. Pav. Co. |
| 626 | ..... | ..... | May 23, 1905 | The Excelsior Pav. Co. |
| 1,542 | ..... | ..... | Aug. 7, 1905 | Day labor. |
| 1,890 | ..... | ..... | July 7, 1905 | The Excelsior Pav. Co. |
| 1,294 | ..... | ..... | July 27, 1905 | " |
| 490 | ..... | ..... | July 25, 1905 | Day labor. |
| 538 | ..... | ..... | Aug. 25, 1905 | " |
| 232 | ..... | ..... | Aug. 16, 1905 | " |
| 111 | ..... | ..... | Aug. 11, 1905 | Harvard & Leach Pav. Co. |
| 1,771 | ..... | ..... | Sept. 8, 1905 | The Excelsior Pav. Co. |
| 309.3 | 5-in. concr. | 309.3 | Aug. 29, 1905 | " |
| 976 | " | 962 | Aug. 25, 1905 | The Godson Con. Co. |
| 1,177 | " | 1,177 | Sept. 14, 1905 | Harvard & Leach Pav. Co. |

CONCRETE SIDEWALKS—Continued.

| Street. | From. | To. | Side. | Width. |
|---------------------|------------------------|-----------------------------------|------------|---------|
| | | | | Ft. In. |
| Birtle Ave. | Dundas | 430 feet west.... | North .. | 5 |
| Berryman ... | Davenport Rd. | Hazelton Ave. | North .. | 5 |
| Berryman ... | Davenport Rd. | Hazelton Ave. | South .. | 5 |
| Baldwin ... | Spadina Ave. | Augusta Ave. | North .. | 5 |
| Bellevue Pl ... | Bellevue Ave | West end | North .. | 5 |
| Badgerow Ave ... | Pape Ave. | 557 feet east | South .. | 4 |
| Barton Ave. | Brunswick Ave. | Howland Ave. | North .. | 5 |
| Bernard Ave. | St. George | Huron | North .. | 5 |
| Badgerow Ave ... | 557 ft. e. of Pape Av. | 25 ft. fur. east | South .. | 4 |
| Bernard Ave. | St. George | Huron | South .. | 5 |
| Beatty Ave. | King | Queen | East | 5 |
| Brunswick Ave. | Ulster ... | Harbord | East | 6 |
| College | McCaul | 305½ feet east | South .. | 8 |
| Crawford | Queen | Defoe | West | 5 |
| Columbus | Sorauren Ave. | West end | North .. | 4 |
| Crawford | King | Queen | East | 5 |
| Crescent Rd. | Rosedale Rd. | Park Rd. | South .. | 4 |
| Callender | Queen | 700 ft. n., thence 40 ft. west | E. & N. | 5 |
| College | Queen's Park Ave. | 287½ feet west | North .. | 8 |
| Charles | Church | Jarvis | South .. | 5 |
| Close Ave. | King | Springhurst Ave. | West | 5 |
| Castle Avenue | Spadina Ave. | Wahner Rd. | North .. | 3 6 |
| Clinton | Mansfield Ave. | College | East | 5 |
| Czar | Balmuto | North | North .. | 5 |
| College | Dufferin | Gladstone Ave | North ... | 6 |
| Chose Ave. | King | Huxley | East | 5 |
| Concord Ave. | Hepbourne | Bloor | East | 4½ |
| Carlton | Sumach | Sackville | North .. | 5 |
| Cottingham | Rathnally Ave | Poplar Plains Rd. | North .. | 5 |
| Cumming | De Grassi | Wardell | South .. | 4 |
| Duke | Sherbourne | Ontario | North .. | 5 |
| Dundas | 68 ft. n. of Humber | Argyle | West ... | 8 to 10 |
| Dundas | 44 ft. n. of Queen .. | 56 ft. n. of Rebecca | East | 6 |
| Dagmar | 627 ft. e. of Pape Ave | Jones | W. & N. | 5 |
| Delaware Ave | College | Hepbourne | West ... | 5 5 |
| Dorset | King | Wellington | East | 4 |
| Dundas | Bloor | N. City Limits | West ... | 6 |
| Dupont | Huron | 968½ ft. west | North .. | 5 |
| Duchess | Jarvis | George | North .. | 6 |
| Dufferin ... | Bloor | N. City Limits | West ... | 5 |
| Dagmar Ave. | Pape Ave | 275 ft. east | South .. | 5 |
| Delaware Ave | College | Dewson | East | 5 |
| Dupont | Bathurst | Albany Ave | North .. | 5 |
| Delaware Ave | Hepbourne | Bloor | East | 5 |
| De Grassi | Queen | Gerrard | East | 5 |

CONCRETE SIDEWALKS—Continued.

| Length. | Curb. | | Completed. | Contractor. |
|---------|--------------|---------|----------------|-----------------------------|
| | Class. | Length. | | |
| Feet. | | Feet. | | |
| 445 | 5-in. coner. | 439 | Sept. 14, 1905 | The Grant Con. Co. |
| 660 | " | 660 | Aug. 31, 1905 | Day labor. |
| 666 | " | 666 | Sept. 20, 1905 | " |
| 758 | ..... | ..... | Oct. 12, 1905 | " |
| 480 | ..... | ..... | Oct. 16, 1905 | The Crescent Con. Pav. Co. |
| 559 | 5-in. coner. | 559 | Nov. 8, 1905 | The Warren Bit. Pav. Co. |
| 290 | ..... | ..... | Nov. 9, 1905 | Day labor. |
| 355 | 5-in. coner. | 348 | Nov. 11, 1905 | " |
| 25 | " | 25 | Nov. 9, 1905 | The Warren Bit. Pav. Co. |
| 376 | " | 361 | Nov. 20, 1905 | Day labor. |
| 1,183 | " | 1,183 | Sept. 27, 1905 | Harvard & Leach Pav. Co. |
| 607 | ..... | ..... | July 15, 1905 | The Excelsior Pav. Co. |
| 316 | ..... | ..... | April 20, 1905 | The Crescent Con. Pav. Co. |
| 688 | ..... | ..... | April 25, 1905 | The Grant Con. Co. |
| 398 | 5-in. coner. | 398 | May 2, 1905 | The Crescent Con. Pav. Co. |
| 1,103 | ..... | ..... | May 2, 1905 | The Grant Con. Co. |
| 571 | ..... | ..... | May 5, 1905 | The Crescent Con. Pav. Co. |
| 729 | ..... | ..... | May 17, 1905 | The Excelsior Pav. Co. |
| 335 | ..... | ..... | May 19, 1905 | Day labor. |
| 651 | 5-in. coner. | 649 | June 8, 1905 | The Excelsior Pav. Co. |
| 1,338 | ..... | ..... | July 18, 1905 | The Crescent Con. Pav. Co. |
| 258 | 5-in. coner. | 258 | July 26, 1905 | Day labor. |
| 566 | " | 566 | Aug. 5, 1905 | Harvard & Leach Pav. Co. |
| 353 | ..... | ..... | Aug. 16, 1905 | The Queen City Pav. Co. |
| 378 | ..... | ..... | Sept. 14, 1905 | Day labor. |
| 1,353 | ..... | ..... | Oct. 4, 1905 | The Excelsior Con. Pav. Co. |
| 807 | 5-in. coner. | 807 | Oct. 16, 1905 | The Crescent Con. Co. |
| 645 | " | 629 | Nov. 13, 1905 | The Grant Con. Co. |
| 500 | ..... | ..... | Nov. 9, 1905 | W. R. Payne. |
| 312 | ..... | ..... | Nov. 29, 1905 | Day labor. |
| 612 | 5-in. coner. | 604 | May 8, 1905 | " |
| 217 | ..... | ..... | June 8, 1905 | " |
| 285 | ..... | ..... | June 1, 1905 | " |
| 737 | 5 in. coner. | 737 | July 11, 1905 | A. Gardner & Co. |
| 1,971 | " | 1,848 | Aug. 23, 1905 | The Excelsior Paving Co. |
| 426 | ..... | ..... | July 27, 1905 | The Warren Bit. Pav. Co. |
| 2,494 | ..... | ..... | Aug. 31, 1905 | The Crescent Con. Pav. Co. |
| 925 | ..... | ..... | Sept. 1, 1905 | Queen City Con. Pav. Co. |
| 277 | 5-in. coner. | 270 | Aug. 24, 1905 | Day labor. |
| 3,294 | " | 3,378 | Sept. 21, 1905 | A. Gardner & Co. |
| 277 | " | 278 | Sept. 2, 1905 | The Ont. Con. Pav. Co. |
| 936 | " | 932 | Sept. 23, 1905 | The Excelsior Pav. Co. |
| 216 | " | 200 | Sept. 13, 1905 | Day labor. |
| 802 | " | 802 | Sept. 13, 1905 | The Concretes, Lt'd. |
| 2,318 | " | 2,318 | Oct. 7, 1905 | The Ont. Con. Pav. Co. |

CONCRETE SIDEWALKS—Continued.

| Street. | From. | To. | Side. | Width. |
|--------------------|---------------------------------|-------------------------|-----------|---------|
| | | | | Ft. In. |
| De Grassi | Queen | Gerrard | West ... | 5 |
| Dufferin | Dominion ... 79½ ft. | n. of S.S. Mississauga | West ... | 5 |
| D'Arcy | Beverley | Spadina Ave | South ... | 5 |
| Dundonald | Yonge | Chnrch | B | 6 |
| Dufferin | College | Lindsay Ave | West ... | 5 |
| Dermot Pl. | Carlton | Spruce | West ... | 3 6 |
| Dupont | Walmer Rd | 323 ft. west | North ... | 5 |
| Elm Ave | Sherbourne ... | 93½ west | North ... | 6 |
| Eastern Ave. | Trinity | Sackville | North ... | 5 |
| Eastern Ave. | Trinity | Cherry | South ... | 5 |
| Elm | Terauley | Elizabeth | South ... | 6 |
| Elm Ave | Huntley | 222½ west | North ... | 5 |
| Elm Ave | Glen Rd | Dunbar Rd | North ... | 5 |
| Exhibition Walk .. | | | 1 | 8 |
| Exhibition " | | | 2 | 8 |
| Exhibition " | | | 3 | 6 |
| Exhibition " | | | 4 | 8 |
| Edward | Terauley | Centre Ave | South ... | 5 |
| Esplanade | Jarvis | Berkeley | North ... | 6 |
| First Ave | Broadview Ave .. | 71 ft. n. of Bolton Ave | South ... | 5 |
| Front | Spadina Ave | 201½ east of Bathurst | North ... | 5 6 |
| Front | John | Spadina Ave | North ... | 5 6 |
| Front | Cherry | Vime | South ... | 5 |
| Foxley | Dundas | Dovercourt Rd | North ... | 5 |
| Fern Ave | Sorauren | Macdonell Ave | North ... | 5 |
| Fenning | Queen | Humbert | West ... | 5 |
| Fenning | Queen | Humbert | East ... | 5 |
| Givens | College | 361 ft. south | B | 5 |
| Grace | College | 494 north of College | East ... | 5 |
| Gerrard | Broadview Ave .. | Logan Ave | South ... | 5 |
| Givens | College | Bloor | West ... | 5 |
| Givens | Queen | Bruce | East ... | 5 |
| Gerrard | Yonge | Terauley | North ... | 4 |
| Gerrard | Parliament | Berkeley | South ... | 5 |
| Golden Ave | Dundas | 660 ft. north | West ... | 4 6 |
| Gerrard | Bridge | Broadview Ave | North ... | 6 |
| Grange Ave | Beverley | Spadina Ave | South ... | 5 |
| Glen Rd | Elm Ave | South Drive | West ... | 5 |
| Gerrard | Victoria | O'Keefe's Lane | South ... | 6 |
| Grace | 494 ft. n. of College | 500 ft. further north | B | 5 |
| Gerrard | 103½ ft. e. of How- land Rd. | Logan Ave | North ... | 5 |
| Gladstone Pl | Gladstone Ave .. | 180 ft. east | North ... | 4 |
| George | Queen | Duchess | West ... | 6 |
| Graham | Lansdowne Ave .. | Macdonnell Ave .. | South ... | 4 6 |
| Gore | Clinton | West End | South ... | 5 |

CONCRETE SIDEWALKS—Continued.

| Length. | Curb. | | Completed. | Contractor. |
|---------|--------------|---------|----------------|-----------------------------|
| | Class. | Length. | | |
| Feet. | | Feet. | | |
| 2,342 | 5-in. coner. | 2,342 | Oct. 30, 1905 | The Ontario Con. Pav. Co. |
| 661 | " | 661 | Oct. 4, 1905 | The Crescent Con. Pav. Co. |
| 1,079 | " | 1,072 | Oct. 23, 1905 | The Warren Bit. Pav. Co. |
| 1,885 | ..... | ..... | Nov. 8, 1905 | The Excelsior Con. Pav. Co. |
| 319 | 5-in. coner. | 319 | Oct. 23, 1905 | Godson Con. Co. |
| 415 | " | 415 | Nov. 2, 1905 | The Crescent Con. Pav. Co. |
| 320 | " | 320 | Nov. 23, 1905 | Day labor. |
| 105 | ..... | ..... | April 15, 1905 | " |
| 467 | ..... | ..... | April 14, 1905 | The Crescent Con. Pav. Co. |
| 705 | ..... | ..... | June 13, 1905 | W. R. Payne. |
| 334 | ..... | ..... | June 24, 1905 | The Warren Bit. Pav. Co. |
| 231 | ..... | ..... | July 22, 1905 | Harvard & Leach Pav. Co. |
| 277 | ..... | ..... | Aug. 14, 1905 | The Concretes Lt'd. |
| 474 | ..... | ..... | Aug. 20, 1905 | The Excelsior Con. Pav. Co. |
| 650 | ..... | ..... | Aug. 17, 1905 | " |
| 662 | ..... | ..... | Aug. 21, 1905 | Day labor. |
| 536 | ..... | ..... | Nov. 23, 1905 | The Excelsior Con. Pav. Co. |
| 834 | ..... | ..... | Nov. 2, 1905 | The Grant Con. Co. |
| 1,574 | ..... | ..... | Nov. 20, 1905 | Ont. Concrete Paving Co. |
| 752 | ..... | ..... | June 8, 1905 | " |
| 1,827 | 5-in. coner. | 1,827 | July 22, 1905 | Harvard & Leach Pav. Co. |
| 1,309 | ..... | ..... | July 21, 1905 | The Warren Bit. Pav. Co. |
| 1,021 | ..... | ..... | July 18, 1905 | The Godson Con. Co. |
| 916 | 5-in. coner. | 923 | Aug. 22, 1905 | The Ontario Con. Pav. Co. |
| 781 | ..... | ..... | Aug. 25, 1905 | Toronto Con. & Pav. Co. |
| 661 | 5-in. coner. | 661 | Sept. 23, 1905 | W. R. Payne. |
| 662 | " | 660 | Nov. 3, 1905 | Concretes Limited. |
| 722 | ..... | ..... | April 18, 1905 | The Grant Con. Co. |
| 485 | 5-in. coner. | 485 | May 10, 1905 | The Harvard & Leach Co. |
| 1,831 | ..... | ..... | May 17, 1905 | Toronto Con. & Pav. Co. |
| 2,773 | ..... | ..... | June 10, 1905 | Crescent Con. & Pav. Co. |
| 496 | 5-in. coner. | 496 | May 25, 1905 | " |
| 711 | " | 711 | June 13, 1905 | The Queen City Pav. Co. |
| 326 | " | 310 | June 15, 1905 | Day labor. |
| 660 | " | 660 | June 23, 1905 | A. Gardner & Co. |
| 760 | ..... | ..... | July 3, 1905 | Day labor. |
| 1,098 | 5-in. coner. | 1,052 | Sept. 13, 1905 | The Warren Bit. Pav. Co. |
| 554 | ..... | ..... | Sept. 11, 1905 | Day labor. |
| 136 | ..... | ..... | Sept. 20, 1905 | The Ontario Con. Pav. Co. |
| 1,001 | 5-in. coner. | 1,001 | Oct. 17, 1905 | Day labor. |
| 346 | ..... | ..... | Oct. 6, 1905 | " |
| 180 | 5-in. coner. | 180 | Oct. 4, 1905 | Crescent Con. & Pav. Co. |
| 381 | ..... | ..... | Oct. 17, 1905 | Day labor. |
| 307 | 5-in. coner. | 307 | Oct. 31, 1905 | " |
| 301 | ..... | ..... | Nov. 2, 1905 | " |

CONCRETE SIDEWALKS—Continued.

| Street. | From. | To. | Side. | Width. | |
|---------------------|-----------------------------------|-----------------------------------|------------|--------|-----|
| | | | | Ft. | In. |
| Grange Ave | Esther | 91 ft. west | North .. | 5 | |
| Hoskin Ave | St. George | Queen's Park | South .. | 5 | |
| Harvard Ave | Callender | Roncesvalles Ave. .. | South .. | 5 | |
| Harvard Ave | Callender | Roncesvalles Ave. .. | North .. | 5 | |
| Halton | Shaw | Dundas | South .. | 5 | |
| Howland Ave | Dupont | City limits | East | 5 | |
| Halton | Shaw | Dundas | North .. | 5 | |
| Harbord | Manning Ave. | Markham | North .. | 5 | |
| Hawthorne Ave | Dale Ave | 650 ft. north | West .. | 5 | |
| Harbord | Manning Ave. | Clinton | North .. | 5 | |
| Hammersmith Ave .. | Queen | 150 ft. north | West .. | 3 | 6 |
| Hawthorne Ave | Dale Ave | 600 ft. north | East | 5 | |
| Hayter | La Plante Ave | Chestnut | South .. | 5 | |
| Havelock | College | 160 ft. north | East | 5 | |
| Huron | Grange Ave | St. Patrick | West .. | 5 | 6 |
| Huron | D'Arey | 142½ ft. south | West .. | 5 | 6 |
| Howland Ave | Dupont | N. City limits | West .. | 5 | |
| Howard Ave..... | Queen | Eastern | East | 4 | 6 |
| Jemima | Logan Ave | 259 feet west | North .. | 4 | |
| Jarvis..... | Queen | Lombard..... | West .. | 11 | 6 |
| John | Adelaide | Queen | West .. | 5 | 6 |
| Jones Ave | Dagmar Ave. | Gerrard | West .. | 5 | |
| King | Simcoe | 60½ ft. e. of John.. | North .. | 8 | |
| Lisgar | Queen | Argyle..... | West .. | 5 | |
| Lisgar | Argyle..... | Afton Ave..... | West .. | 5 | |
| Logan Ave. | Gerrard | Withrow Ave..... | East | 5 | |
| Lee Ave..... | Queen | Violet Ave | East | 4 | |
| Lamport Ave. | Crescent Rd. | 450 feet east | North .. | 4 | |
| Louisa | Teraulay | 71½ feet east | South .. | 5 | |
| Louisa | Teraulay | Elizabeth | South .. | 5 | 6 |
| Lansdowne Ave. | 505 feet north of Wallace Ave. | 108 feet north | East .. | 5 | |
| Markham | Herrick | Bloor | West .. | 5 | |
| Manning Ave. | Bloor | 815 n. of Harbord | West .. | 5 | |
| Morse | Queen | 1,133 ft. s. of East- ern Ave. | West .. | 5 | |
| McMurrich | Davenport Rd. | Belmont | West .. | 5 | |
| May | South Drive | 383½ feet north | West .. | 4 | |
| Manning Ave. | Arthur | College | East | 5 | |
| McAlpine | McMurrich..... | Davenport Rd. | North .. | 4 | |
| Munro | Queen | Matilda | West .. | 4 | 6 |
| Mutual | Wilton Ave. | Gould | West .. | 5 | |
| McMaster Ave..... | Rathnally Ave. | 322 feet east | North .. | 5 | |
| McMaster Ave..... | Rathnally Ave. | Avenue Rd..... | South .. | 5 | |
| Melinda | 26 ft. w. of Yonge.. | 53 feet west | North .. | 7 | 2 |
| Mutual | Wilton Ave | 641 ft., 2 in. north.. | East..... | 5 | |

CONCRETE SIDEWALKS—Continued.

| Length. | Curb. | | Completed. | Contractor. |
|---------|--------------|---------|----------------|------------------------------|
| | Class. | Length. | | |
| Feet. | | Feet. | | |
| 112 | ..... | ..... | Nov. 4, 1905 | Day Labor. |
| 1,106 | ..... | ..... | May 31, 1905 | The Excelsior Pav. Co. |
| 995 | ..... | ..... | June 21, 1905 | Toronto Con. & Pav. Co. |
| 1,026 | ..... | ..... | July 3, 1905 | Constructing & Pav. Co. |
| 611 | 5-in. coner. | 601 | July 31, 1905 | Ontario Con. & Pav. Co. |
| 244 | ..... | ..... | July 17, 1905 | Day labor. |
| 621.9 | 5-in. coner. | 633 | July 19, 1905 | The Ontario Con. Pav. Co. |
| 905 | " | 800 | Aug. 4, 1905 | Day labor. |
| 649 | " | 649 | Sept. 13, 1905 | " |
| 293 | " | 257 | Sept. 9, 1905 | " |
| 151 | " | 151 | Oct. 5, 1905 | " |
| 600 | " | 600 | Oct. 5, 1905 | The Warren Bit. Pav. Co. |
| 341 | " | 341 | Oct. 13, 1905 | Day labor. |
| 168 | " | 160 | Oct. 28, 1905 | " |
| 351 | ..... | ..... | Nov. 20, 1905 | W. R. Payne. |
| 152 | ..... | ..... | Nov. 16, 1905 | " |
| 245 | ..... | ..... | Nov. 16, 1905 | Crescent Con. Pav. Co. |
| 957 | 5-in. coner. | ..... | June 5, 1905 | The Ontario Con. Pav. Co. |
| 272 | " | 259 | May 13, 1905 | The Crescent Con. Pav. Co. |
| 419 | 6-in. coner. | 440 | July 4, 1905 | The Queen City Pav. Co. |
| 688 | 5-in. coner. | 688 | Aug. 17, 1905 | The Warren Bit. Pav. Co. |
| 897 | " | 597 | Oct. 9, 1905 | W. R. Payne. |
| 709 | ..... | ..... | May 25, 1905 | Day labor. |
| 988 | 5-in. coner. | 988 | Aug. 8, 1905 | " |
| 183 | " | 483 | Aug. 12, 1905 | " |
| 1,397 | " | 1,427 | Aug. 24, 1905 | The Ontario Con. Pav. Co. |
| 767 | ..... | ..... | Sept. 16, 1905 | A. Gardner & Co. |
| 452 | ..... | ..... | Sept. 13, 1905 | Day labor. |
| 75 | ..... | ..... | Sept. 25, 1905 | The Crescent Con. Pav. Co. |
| 346 | 5-in. coner. | 334 | Sept. 27, 1905 | " |
| 108 | ..... | ..... | Oct. 19, 1905 | Day labor. |
| 843 | ..... | ..... | June 3, 1905 | " |
| 472 | ..... | ..... | June 6, 1905 | W. R. Payne. |
| 2,122 | 5-in. coner. | 2,122 | July 13, 1905 | Day labor. |
| 840 | " | 874 | July 11, 1905 | The Warren Bit. Pav. Co. |
| 405 | ..... | ..... | July 11, 1905 | Day labor. |
| 1,527 | 5-in. coner. | 1,527 | July 22, 1905 | " |
| 371 | " | 371 | July 4, 1905 | The Const'cting & Pav. Co. |
| 557 | " | 597 | July 22, 1905 | The Queen City Con. Pav. Co. |
| 620 | ..... | ..... | July 18, 1905 | Day labor. |
| 339 | 5-in. coner. | 322 | Aug. 8, 1905 | " |
| 653 | " | 632 | Aug. 10, 1905 | " |
| 53 | ..... | ..... | July 28, 1905 | The Const'cting & Pav. Co. |
| 655 | ..... | ..... | Aug. 16, 1905 | A. Gardner & Co. |

CONCRETE SIDEWALKS—Continued.

| Street. | From. | To. | Side. | Width. |
|--------------------|----------------------|-----------------------|----------|-----------------|
| | | | | Ft. In. |
| Mitchell..... | Tecumseth..... | Niagara..... | South.. | 5 |
| Mutual..... | Gerrard..... | Carlton..... | East.... | 5 |
| Manning Ave..... | Bloor..... | Barton Ave..... | West.... | 5 |
| Morley Ave..... | Queen..... | Eastern Ave..... | East.... | 4 |
| Mutual..... | Queen..... | Shuter..... | East.... | 5 |
| Maple Ave..... | Dale Ave..... | 440 ft. north & west | E. & N. | 6 |
| MacPherson Ave.... | Rathnally Ave.... | 292 ft. west..... | North.. | 5 |
| MacPherson Ave.... | "..... | 276 ft. west..... | South.. | 5 |
| Mutual..... | Wilton Ave..... | Shuter..... | East.... | 5 |
| Montrose..... | College..... | 590 feet north..... | West.... | 5 |
| Nassau..... | Spadina Ave..... | Lippincott..... | North.. | 5 |
| Nassau..... | Bathurst..... | Augusta Ave..... | South.. | 5 |
| North Lisgar..... | Afton Ave..... | Dundas..... | West.... | 5 |
| Niagara..... | Tecumseth..... | King..... | N. & E. | 5 |
| Nanton Cres..... | Dale Ave..... | Elm Ave..... | West.... | 5 |
| Natalie..... | Logan Ave..... | Verral Ave..... | South.. | 4 |
| Orchard..... | Huron..... | 110 feet west..... | South.. | 3 |
| O'Hara Ave..... | Marion..... | 650 feet north..... | West.... | 5 |
| Orde..... | Murray..... | McCaul..... | North.. | 4 |
| Ossington Ave..... | Arthur..... | College..... | East.... | 6 |
| Olive Ave..... | Avenue Rd..... | E. City limits..... | North.. | 5 |
| Oak..... | Parliament..... | Sumach..... | South.. | 5 |
| Ontario..... | Duke..... | 198½ ft. north..... | West.... | 5 |
| Palmerston Ave.... | Bloor..... | London..... | West.... | 5 |
| Palmerston Ave.... | College..... | Bloor..... | East.... | 6 |
| Peter..... | King..... | 144¼ ft s of Adelaide | East.... | 6 |
| Parliament..... | King..... | Queen..... | West.... | 5 |
| Parkview Ave..... | Wellesley..... | 175 ft. north..... | East.... | 4 |
| Parliament..... | King..... | Queen..... | East.... | 5 |
| Pearl..... | York..... | Simcoe..... | North.. | 6 |
| Portland..... | King..... | Queen..... | East.... | 5 |
| Palmerston Ave.... | Bloor..... | London..... | East.... | 5 |
| Pembroke..... | Wilton Ave..... | Gerrard..... | West.... | 5 6 |
| Parliament..... | Sydenham..... | 41 ft. s of Wilton A. | West.... | 8 |
| Portland..... | Adelaide..... | Queen..... | West.... | 5 |
| Queen..... | 178 ft. west of Knox | Eastern Ave..... | South.. | 5 |
| Queen..... | Simcoe..... | Duncan St..... | South.. | 10 6 to 11 6 |
| Queen..... | Sorauren Ave..... | 59 ft w of Macdonell | North.. | 11 |
| Queen..... | Sackville..... | St. Paul..... | South.. | 6 |
| Queen..... | Sumach..... | River..... | South.. | 6 |
| Rusholme Rd..... | Hepbourne..... | 452 ft. s. of Dewson | East.... | 5 |
| Radeliffe Ave..... | Queen..... | Eastern Ave..... | East.... | 4 |
| Richmond..... | Victoria..... | Church..... | North.. | 6 |
| Rathnally Ave.... | MacPherson..... | McMaster Ave..... | East.... | 5 |
| Robert..... | College..... | 670 ft. north..... | West.... | 5 |
| Robert..... | Harbord..... | Bloor..... | West.... | 5 |

CONCRETE SIDEWALKS—Continued.

| Length. | Curb. | | Completed. | Contractor. |
|---------|--------------|---------|----------------|------------------------------|
| | Class. | Length. | | |
| Feet. | | Feet. | | |
| 801 | ..... | ..... | Sept. 2, 1905 | The Toronto Con. & Pav. Co. |
| 790 | 5-in. concr. | 696 | Sept. 27, 1905 | The Queen City Con. Pav. Co. |
| 1,080 | " | 1,080 | Sept. 27, 1905 | Day labor. |
| 582 | " | 577 | Oct. 4, 1905 | " |
| 552 | " | 545 | Oct. 21, 1905 | The Excelsior Con. Pav. Co. |
| 452 | " | 427 | Oct. 19, 1905 | Day labor. |
| 326 | ..... | ..... | Oct. 27, 1905 | " |
| 276 | ..... | ..... | Oct. 27, 1905 | " |
| 418 | 5 in. concr. | 400 | Oct. 30, 1905 | " |
| 581 | ..... | ..... | Nov. 7, 1905 | " |
| 1,589 | 5-in. concr. | 1,645 | May 27, 1905 | The Grant Con. Co. |
| 1,161 | " | 1,161 | June 8, 1905 | " " |
| 865 | " | 865 | July 17, 1905 | The Const'cting & Pav. Co. |
| 801 | ..... | ..... | Sept. 29, 1905 | Day labor. |
| 783 | ..... | ..... | Oct. 10, 1905 | The Warren Bit. Pav. Co. |
| 460 | 5-in. concr. | 434 | Nov. 15, 1905 | Day labor. |
| 109 | ..... | ..... | May 13, 1905 | " |
| 687 | 5-in. concr. | 687 | May 19, 1905 | " |
| 398 | ..... | ..... | May 11, 1905 | W. R. Payne. |
| 1,856 | ..... | ..... | July 6, 1905 | The Godson Con. Co. |
| 628 | 5-in. concr. | 628 | Sept. 9, 1905 | The Grant Con. Co. |
| 1,365 | " | 1,365 | Oct. 31, 1905 | Crescent Con. Pav. Co. |
| 266 | " | 266 | Nov. 17, 1905 | " " |
| 503 | " | 510 | April 29, 1905 | Day labor. |
| 3,071 | ..... | ..... | May 3, 1905 | Toronto Con. & Pav. Co. |
| 277 | ..... | ..... | May 29, 1905 | Day labor. |
| 1,008 | 5-in. concr. | 1,008 | June 22, 1905 | " |
| 187 | ..... | ..... | June 16, 1905 | " |
| 1,027 | 5-in. concr. | 1,027 | June 24, 1905 | " |
| 511 | ..... | ..... | Aug. 11, 1905 | The Grant Con. Co. |
| 1,161 | 5-in. concr. | 1,151 | Sept. 15, 1905 | W. R. Payne. |
| 503 | " | 503 | Oct. 7, 1905 | Harvard & Leach Con. Co. |
| 953 | ..... | ..... | Oct. 10, 1905 | Excelsior Con. Pav. Co. |
| 860 | ..... | ..... | Nov. 13, 1905 | Day labor. |
| 714 | 5-in. concr. | 714 | Sept. 15, 1905 | W. R. Payne. |
| 2,826 | ..... | ..... | June 27, 1905 | Excelsior Con. Pav. Co. |
| 542 | ..... | ..... | June 17, 1905 | Harvard & Leach Pav. Co. |
| 598 | 5-in. concr. | 598 | Aug. 17, 1905 | W. R. Payne. |
| 237 | ..... | ..... | Aug. 14, 1905 | A. Gardner & Co. |
| 642 | ..... | ..... | Nov. 8, 1905 | Crescent Con. Pav. Co. |
| 1,494 | ..... | ..... | May 6, 1905 | W. R. Payne. |
| 958 | 5-in. concr. | 958 | June 15, 1905 | A. Gardiner & Co. |
| 554 | " | 554 | June 3, 1905 | Harvard & Leach Pav. |
| 333 | ..... | ..... | June 6, 1905 | Day labor. |
| 663 | ..... | ..... | June 21, 1905 | The Warren Bit. Pav. Co. |
| 1,311 | ..... | ..... | June 27, 1905 | Crescent Con. Pav. Co. |

CONCRETE SIDEWALKS—Continued.

| Street. | From. | To. | Side. | Width. |
|-----------------------|---------------------------|-----------------------|--------------|---------|
| | | | | Ft. In. |
| River | Queen | Mark | East | 5 |
| Reid's Lane | Wilton Ave. | 112 ft. south | West | 5 9 |
| River | King | Queen | East | 5 |
| Roden Pl. | McMurrich | Sarah | South | 3 7 |
| Rose Ave | 94 ft n of St. James Ave. | Howard | East | 5 |
| Rathnally Ave. | MacPherson Ave .. | 35 ft. south | East | 5 |
| Russell | Huron | 150 ft. west | South | 6 |
| Sumach | Carlton | Winchester | West | 5 |
| St. Patrick | Beverly | Larch | South | 5 |
| South Drive | Sherbourne | South Drive east .. | South | 4 6 |
| South Drive | Huntley | Park Rd | South | 4 6 |
| Spadina Ave. | St. Patrick | 200½ ft. north | West | 6 |
| St. Patrick | Casimir | Bathurst | North | 5 |
| Sherbourne | Duke | Duchess | East | 6 |
| St. Patrick | Denison | Casimir | North | 5 |
| Spencer Ave. | King | Huxley | West | 5 |
| Sheridan Ave. | Dundas | College | East | 4 6 |
| Spadina Ave. (W.S.) | and Wellington Pl. | S.S. | W. & S. | 6 |
| Stafford | Wellington | 103½ s. of King | East | 5 |
| Strachan Ave., 10 ft. | n. of s. Ln't of R.R. | of W., 604 ft. south | West | 5 |
| Sussex Ave | Brunswick Ave. | Robert | South | 5 |
| Sackville | Queen | Eastern Ave | West | 4 6 |
| Sussex Ave | Huron | Spadina Ave | North | 5 |
| Simcoe | Adelaide | King | West | 8 |
| St. George | Lowther Ave. | 114 ft. south | East | 6 |
| Sheridan Ave | Dundas | 472½ ft. north | West | 4 6 |
| Sumach | King | Eastern Ave | East | 5 |
| St. Thomas | Sultan | Bloor | West | 5 |
| Spadina Ave | 90 ft. n. of St. And'ws | 93 ft. north | West | 11 6 |
| St. Thomas | Czar | Bloor | East | 5 |
| Sherbourne | Elm Ave. | South drive | West | 6 |
| Sparkhall Ave | Broadview Ave | 380 ft. east | North | 5 |
| Sackville | St. David | Wilton Ave | East | 5 |
| Spencer Ave | King | Huxley | East | 5 |
| St. David | Sackville | 93¼ ft. w. of Sumach | North | 5 |
| Sullivan | Beverly | Spadina Ave | South | 5 |
| Sussex Ave | Robert | Major | North | 5 |
| Shuter | George | Sherbourne | South | 5 |
| Teraulay | Albert | Walton | West | 6 |
| Trinity Sq. | 120 ft. w. of Yonge.. | Trinity Sq., run'g s. | South | 4 6 |
| Triller Ave | Queen | Harvard Ave | East | 5 |
| Triller Ave | Queen | Harvard Ave | West | 5 |
| Temperance | 159½ ft. w. of Yonge | 40½ ft. further west | South | 9 |
| Temperance | 173½ ft. e. of Bay.. | 64½ ft. further east | South | 9 |
| Tiverton Ave | First Ave | South Ave | East | 4 |

CONCRETE SIDEWALKS—Continued.

| Length. | Curb. | | Completed. | | Contractor. |
|---------|--------------|---------|----------------|----------------------------|-------------|
| | Class. | Length. | | | |
| Feet. | | Feet. | | | |
| 1,147 | 5-in. concr. | 113 | Sept. 7, 1905 | Crescent Con. Pav. Co. | |
| 113 | " | 133 | Sept. 12, 1905 | Day labor. | |
| 130 | " | 243 | Sept. 8, 1905 | Crescent Con. Pav. Co. | |
| 243 | " | | Sept. 14, 1905 | The Queen City Pav. Co. | |
| 457 | | | Oct. 10, 1905 | " " " | |
| 70 | | | Oct. 28, 1905 | Day labor. | |
| 171 | | | May 13, 1905 | " | |
| 479 | | | April 25, 1905 | W. R. Payne. | |
| 786 | | | May 4, 1905 | The Grant Con. Co. | |
| 345 | | | May 13, 1905 | Day labor. | |
| 167 | | | April 19, 1905 | " | |
| 215 | | | May 3, 1905 | " | |
| 448 | 5-in. concr. | 448 | May 11, 1905 | " | |
| 435 | | | May 15, 1905 | The Harvard & Leach Co. | |
| 388 | 5-in. concr. | 373 | May 17, 1905 | " " | |
| 1,476 | | | July 28, 1905 | Crescent Con. Pav. | |
| 763 | | | Aug. 12, 1905 | Day labor. | |
| 307 | | | Aug. 4, 1905 | The Con. & Paving Co. | |
| 311 | | | Aug. 14, 1905 | The Tor. Con. & Pav. Co. | |
| 585 | 5-in. concr. | 585 | Aug. 26, 1905 | The Grant Con. Co. | |
| 514 | | | Aug. 20, 1905 | Harvard & Leach Pav. Co. | |
| 1,103 | 5-in. concr. | 967 | Sept. 25, 1905 | The Warren Bit. Pav. Co. | |
| 487 | | | Aug. 25, 1905 | Harvard & Leach Pav. Co. | |
| 194 | | | Aug. 31, 1905 | Godson Con. Co. | |
| 130 | | | Sept. 9, 1905 | The Crescent Con. Pav. Co. | |
| 471 | | | Sept. 20, 1905 | Day labor. | |
| 408 | | | Sept. 25, 1905 | The Concretes, Lt'd. | |
| 212 | | | Sept. 30, 1905 | Queen City Con. Pav. Co. | |
| 93 | | | Sept. 25, 1905 | The Tor. Con. & Pav. Co. | |
| 483 | 5-in. concr. | 466 | Oct. 5, 1905 | Queen City Con. Pav. Co. | |
| 359 | | | Sept. 27, 1905 | The Warren Bit. Pav. Co. | |
| 382 | | | Sept. 28, 1905 | Day labor. | |
| 416 | 5-in. concr. | 416 | Nov. 2, 1905 | The Tor. Con. & Pav. Co. | |
| 1,006 | | | Nov. 18, 1905 | A. Gardner & Co. | |
| 576 | | | Nov. 16, 1905 | Queen City Con. Pav. Co. | |
| 1,963 | | | Nov. 2, 1905 | Day labor. | |
| 222 | | | Aug. 22, 1905 | Harvard & Leach Pav. Co. | |
| 675 | | | Nov. 6, 1905 | Day labor. | |
| 1,556 | | | April 19, 1905 | " | |
| 106 | 5-in. concr. | 106 | April 27, 1905 | " | |
| 511 | | | April 25, 1905 | The Crescent Con. Pav. Co. | |
| 482 | | | April 27, 1905 | " " " | |
| 41 | 6-in. concr. | 41 | June 23, 1905 | Harvard & Leach Pav. Co. | |
| 65 | " | 65 | June 24, 1905 | " " " | |
| 759 | | | July 11, 1905 | Day labor. | |

CONCRETE SIDEWALKS—Continued.

| Street. | From. | To. | Side. | Width. |
|----------------------|-----------------------------------|------------------------|----------|---------|
| | | | | Ft. In. |
| Temperance | Bay | Easterly | South .. | 9 |
| Tecumseth | King | Wellington | East .. | 5 |
| Tecumseth | Queen | Farley Ave. | West .. | 5 |
| Tecumseth | King | Wellington | West .. | 5 |
| Turner Ave | Niagara | 230 ft. west | North .. | 4 |
| Victoria | Gould | Gerrard | West .. | 5 6 |
| Victor Ave | Broadview Ave | Logan Ave | South .. | 5 |
| Virtue | Sorauren Ave. | 305 ft. east | South .. | 3 6 |
| Wells | Brunswick Ave .. | Kendall Ave. | South .. | 5 |
| Wilton Ave | 176½ e. of Parli'm't | Sumach | North .. | 5 |
| Winchester | Ontario | Rose Ave | North .. | 5 |
| Wellesley | Yonge | Church. | North .. | 6 |
| Winchester | Metcalfe | Sackville | South .. | 5 |
| West Ave | First Ave | South* Ave. | East .. | 4 |
| Wellesley Pl. | Wellesley Cres't. | 495 ft. north | West .. | 4 |
| Wilton Cres. | 193 ft. 5 in. west of Pembroke | Sherbourne | South .. | 6 |
| Walton | Yonge | Teraulay | South .. | 5 |
| Wright Ave. | McDonell Ave. | Sorauren Ave. | South .. | 5 |
| West Market | King | 76 ft. 8 in. south .. | East .. | 10 |
| Winchester | Parliament | 123 feet east | South .. | 14 |
| Withrow Ave. | 629 ft. e. of Br'dview | 417 feet east | South .. | 6 |
| Walmer Rd. | 351 ft. n. of Bernard Ave. | Dupont | East .. | 5 |
| Wellington Ave. | Niagara | 68 feet west | South .. | 6 |
| Walmer Rd. | Lowther Ave. | Castle Ave | West .. | 5 |
| Wilton Ave. | Berkeley | Ontario | North .. | 6 |
| Walmer Rd. | 250 ft. n. of Bernard Ave. | Dupont | West .. | 5 |
| Yonge | Wellington | 156¾ feet north | West .. | 11 4 |
| Yonge | Wellington | 168 ft. 8 in. south .. | West .. | 11 |
| Yonge | Melinda | 85½ feet north | West .. | 10 6 |

BRICK SIDEWALK.

| | | | | |
|-------------------|-------------------|-------------------------|-------|---|
| Crescent Rd. | Rosedale Rd. | Western limit of No. 63 | South | 4 |
|-------------------|-------------------|-------------------------|-------|---|

CONCRETE SIDEWALKS—Continued.

| Length. | Curb. | | Completed. | Contractor. |
|---------|--------------|---------|----------------|----------------------------|
| | Class. | Length. | | |
| Feet. | | Feet. | | |
| 78 | 6-in. concr. | 78 | July 18, 1905 | Day labor. |
| 444 | 5-in. concr. | 434 | Aug. 14, 1905 | " |
| 245 | " | 245 | Sept. 13, 1905 | The Tor. Con. & Pav. Co. |
| 454 | " | 441 | Sept. 22, 1905 | " " " |
| 250 | " | 232 | Sept. 19, 1905 | W. R. Payne. |
| 604 | " | 608 | Sept. 20, 1905 | The Ont. Con. Pav. Co. |
| 1,966 | ..... | ..... | Sept. 23, 1905 | The Crescent Con. Pav. Co. |
| 329 | ..... | ..... | Sept. 19, 1905 | Day labor. |
| 330 | ..... | ..... | Nov. 22, 1905 | " |
| 1,200 | 5-in. concr. | 1,192 | Nov. 3, 1905 | W. R. Payne. |
| 295 | ..... | ..... | Nov. 10, 1905 | The Warren Bit. Pav. Co. |
| 939 | ..... | ..... | Oct. 18, 1905 | W. R. Payne. |
| 432 | ..... | ..... | Oct. 14, 1905 | The Queen City Pav. Co. |
| 757 | ..... | ..... | Oct. 12, 1905 | W. R. Payne. |
| 350 | ..... | ..... | Sept. 28, 1905 | Day labor. |
| 589 | 5-in. concr. | 576 | Aug. 31, 1905 | Day labor. |
| 711 | ..... | ..... | Sept. 6, 1905 | " |
| 801 | 5-in. concr. | 801 | Aug. 19, 1905 | The Crescent Con. Pav. Co. |
| 77 | 6-in. concr. | 77 | Aug. 8, 1905 | " " " |
| 122 | ..... | ..... | July 25, 1905 | A. Gardner & Co. |
| 417 | ..... | ..... | July 14, 1905 | " |
| 610 | ..... | ..... | July 13, 1905 | The Grant Con. Co. |
| 68 | ..... | ..... | July 4, 1905 | Day labor. |
| 585 | 5-in. concr. | 570 | May 27, 1905 | Harvard & Leach Pav. Co. |
| 301 | ..... | ..... | May 10, 1905 | Day labor. |
| 74 | ..... | ..... | June 30, 1905 | The Crescent Con. Pav. Co. |
| 153 | ..... | ..... | July 27, 1905 | The Const'cting & Pav. Co. |
| 177 | ..... | ..... | July 26, 1905 | " " |
| 92 | ..... | ..... | Aug. 1, 1905 | " " |
| 188,957 | | 2,024 | | |

BRICK SIDEWALK.

| | | | | |
|-----|-------|-------|---------------|------------|
| 195 | | | Oct. 20, 1905 | Day labor. |
|-----|-------|-------|---------------|------------|

TABLE No. 2.

| Class of Pavement. | Total sq. yds. in City. | Total miles in City. | Square yards laid in 1905. | Miles laid in 1905. | Year first laid. | Maximum grade of pavement. % | Guaranteed period of yrs. | Maximum cost per sq. yd., 1905. \$ c. | Minimum cost per sq. yd., 1905. \$ c. | Average cost per sq. yd., 1905. \$ c. | Remarks. |
|-----------------------|----------------------------|-------------------------|-------------------------------|------------------------|------------------|---------------------------------------|------------------------------|--|--|--|--------------------|
| Asphalt..... | 995,800 | 57.50 | 71,196 | 5.40 | 1888 | 4.73 | 10 | \$ 2 19 | \$ 1 99 | \$ 2 05 | Heavy. |
| " | | | | | | | | | | | Light. |
| Brick on concrete... | 254,523 | 16.23 | 37,351 | 3.75 | 1893 | 5.50 | 5 | \$ 1 66 | \$ 1 36 | \$ 1 51 | On 4 in. concrete. |
| Brick (blk.) " | | | | | | | 5 | \$ 2 28 | \$ 1 90 | \$ 2 03½ | " |
| Brick on broken stone | 15,031 | .842 | | | 1899 | | 5 | \$ 2 43 | \$ 2 30 | \$ 2 36 | On 6 in. " |
| " " gravel | 32,009 | 2.218 | | | 1896 | | 5 | | | | None laid in 1905. |
| † Cedar Block..... | 673,164 | 55.46 | 15,659 | 1.13 | 1881 | 3.78 | 5 | | | | " |
| " " " | | | | | | | | | | | " |
| " " " | | | | | | | | | | | On 6 in. concrete. |
| Gravel..... | 76,862 | 5.83 | | | 1880 | | 1 | | | \$ 1 80 | On 4 in. " |
| *Scoria and granite | 60,938 | 2.28 | | | 1884 | | 5 | | | \$ 1 25 | On gravel. |
| Macadam..... | 679,158 | 57.93 | 14,474 | 1.26 | 1884 | | 1 | | | \$ 0 75 | None laid in 1905. |
| " | | | 44,517 | 3.37 | | 4.20 | 1 | \$ 1 25 | \$ 1 13 | \$ 3 32 | 13 in. in depth. |
| " | | | | | | | | \$ 0 88 | \$ 0 60 | \$ 0 77 | 8 in. in " |
| Tar macadam..... | 73,109 | 5.45 | 15,983 | 1.25 | 1900 | 3.70 | 1 | \$ 1 57 | \$ 1 37 | \$ 1 45 | |
| Bitulthic..... | 48,367 | 3.15 | 24,097 | 1.63 | | 10.94 | 10 | | | | |

* Street railway track allowance not included in total mileage.

† Blinded with tarred gravel.

TABLE No. 9.
GIVING MILEAGE OF CEMENT, CONCRETE AND BRICK SIDEWALKS CONSTRUCTED IN
THE CITY OF TORONTO.

| Year. | Cement Concrete. | Brick. | Total. |
|-----------------|---------------------|--------|---------|
| Up to 1889..... | 1.190 | ..... | 1.190 |
| 1890..... | 1.426 | ..... | 1.426 |
| 1891..... | 1.950 | ..... | 1.950 |
| 1892..... | 1.508 | ..... | 1.508 |
| 1893..... | 2.259 | ..... | 2.259 |
| 1894..... | 1.137 | ..... | 1.137 |
| 1895..... | 1.918 | ..... | 1.918 |
| 1896..... | 0.612 | 0.204 | 0.816 |
| 1897..... | 1.050 | 0.820 | 1.870 |
| 1898..... | 2.107 | 1.190 | 3.297 |
| 1899..... | 5.470 | 0.290 | 5.760 |
| 1900..... | 15.227 | 0.038 | 15.265 |
| 1901..... | 17.305 | 0.511 | 17.816 |
| 1902..... | 27.360 | 0.049 | 27.409 |
| 1903..... | 34.896 | 0.093 | 34.989 |
| 1904..... | 31.058 | 0.001 | 31.059 |
| 1905..... | 37.500 | 0.037 | 34.947 |
| Totals..... | 183,973 | 3.233 | 184.616 |

TABLE No. 10.
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1905.

| Street. | Side. | From. | To. | Width in ft. | Kind of Curbing Constructed with Walk. |
|------------|-------|-----------------------|--------------------|--------------|--|
| Baldwin | N | Spadina | Augusta | 4 | |
| Barton Ave | N | Palmerston | Euclid | 5 | |
| Barton Ave | N | Euclid | Manning | 5 | |
| Barton Ave | N | Bathurst | Albany | 5 | Concrete |
| Barton Ave | N | Brunswick | Howland | 5 | |
| Bathurst | W | Woodsley | Arthur | 6 | |
| Beatrice | W | 166 ft. north Arthur | 223 ft. further n. | 5 | |
| Bernard | N | St. George | Huron | 5 | Concrete |
| Bernard | S | St. George | Huron | 5 | " |
| Berryman | N | Davenport Rd. | Hazelton | 5 | " |
| Berryman | S | Davenport Rd. | Hazelton | 5 | " |
| Berkeley | | Fire Hall | Driveway | | |
| Bismarck | S | Park Rd | 463 ft. east | 4 | |
| Brock Ave | E | Chesley | 227 ft. n. Cobourg | 5 | |
| Castle Ave | N | Walmer Rd. | Spadina Rd. | 3½ | Concrete |
| College | N | Queen's Park Ave. | 287½ ft. west | 8 | |
| College | N | Gladstone | Dufferin | 6 | |
| Cummings | S | De Grassi | Wardell | 4 | |
| Duke | N | Sherbourne | Ontario | 5 | Concrete |
| Duchess | N | George | Jarvis | 6 | " |
| Dundas | E | 44 ft. north Queen | 56 ft. n. Rebecca | 6 | |
| Dundas | W | 68 ft. north Humbert | Argyle | 9.7 | |
| Dupont | N | Bathurst | Albany | 5 | Concrete |
| Dupont | N | Walmer | 323 ft. west | 5 | Concrete |
| Dundas | | Fire Hall | Driveway | | |
| Elm Ave | N | Sherbourne | 92½ ft. west | 6 | |
| Exhibition | No. | 3 Administration Bldg | New Arts Bldg. | 6x8 | |
| Euclid Ave | E | Ulster | Herriek | 6 | |
| George | W | Duchess | Queen | 6 | |
| Gerrard | S | Parliament | Berkeley | 5 | Concrete |
| Gerrard | N | Bridge | Broadview | 6 | |
| Gerrard | N | 103½ ft. east Howland | Logan | 5 | |
| Glen Rd | W | Elm | South Drive | 5 | |
| Gore | S | Clinton | West End | 5 | |
| Grace | BS | 494 ft. north College | 500 ft. further n. | 5 | Concrete |
| Graham | S | Lansdowne | Macdonell | 4½ | " |
| Grange | N | Esther | 91 ft. west | 5 | |
| Harbord | N | Markham | Manning | 5 | Concrete |
| Harbord | N | Manning | Clinton | 5 | " |
| Havelock | E | College | 160 ft. north | 5 | " |

TABLE No. 10.
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1905.

| City's Tender per lin. ft. | Next lowest Tender per lin. ft. | Cost of work not Included in Tender. | Cost of Work Included in Tender. | Total Cost of Work Exclusive of Interest on Money. | Total Cost of Work Based on Contractors' Lowest Tender. | Difference Between City's Cost and Next Lowest Contractor. | |
|----------------------------|---------------------------------|--------------------------------------|----------------------------------|--|---|--|------|
| \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | Gain. | Loss |
| 64 | 64 | 73 37 | 461 60 | 534 97 | 534 97 | 23 52 | |
| 63 | 69 | 38 14 | 183 66 | 221 80 | 242 72 | 20 92 | |
| 63 | 69 | 6 04 | 184 90 | 190 94 | 201 72 | 10 78 | |
| 1 07 | 1 15 | 56 22 | 255 61 | 311 83 | 367 64 | 55 81 | |
| None | None | 31 91 | 179 52 | 211 43 | None | | |
| 75 | 77 | 46 47 | 1,129 70 | 1,073 17 | 1,233 57 | 160 40 | |
| 62 | 67 | 5 44 | 153 33 | 158 80 | 161 21 | 2 41 | |
| 1 05 | None | 56 36 | 352 43 | 408 79 | None | 12 45 | |
| 1 05 | " | 45 02 | 328 77 | 373 79 | " | 68 28 | |
| 1 00 | 1 10 | 116 37 | 557 66 | 674 03 | 841 82 | 167 79 | |
| 96 | 1 00 | 146 35 | 589 03 | 755 38 | 812 25 | 76 97 | |
| None | None | | | 382 45 | None | | |
| 54 | 57 | 33 87 | 233 86 | 267 73 | 312 99 | 45 26 | |
| 61 | 64 | 88 56 | 328 32 | 416 88 | 432 88 | 16 00 | |
| 70 | 84 | 3 30 | 199 55 | 202 85 | 220 27 | 17 42 | |
| 1 05 | 1 43 | 64 01 | 320 25 | 384 26 | 543 06 | 58 80 | |
| 74 | 83 | 16 20 | 289 93 | 306 13 | 329 94 | 23 81 | |
| 55 | 60 | 8 43 | 187 46 | 195 89 | 195 93 | 04 | |
| 1 05 | 1 07 | 207 94 | 557 19 | 765 13 | 854 00 | 88 87 | |
| 1 08 | 1 10 | 159 55 | 284 87 | 444 42 | 455 67 | 11 25 | |
| 80 | 85 | 3 47 | 189 55 | 193 02 | 245 46 | 52 44 | |
| f per sq. ft. 16 | f per sq. ft. 17 | 7 43 | 263 28 | 270 71 | 365 76 | 95 05 | |
| f per lin. ft. 95 | f per lin. ft. 1 10 | 15 66 | 140 75 | 156 41 | 235 33 | 78 92 | |
| 1 00 | None | 94 53 | 317 95 | 412 48 | None | 2 05 | |
| None | " | | | 278 84 | | | |
| 84 | 87 | 4 48 | 88 39 | 92 87 | 95 65 | 2 78 | |
| 75 | 80 | 114 96 | 688 54 | 803 50 | 896 50 | 93 00 | |
| B of C | | 68 87 | 730 46 | 799 33 | None | | |
| 76 | 84 | 60 70 | 368 62 | 379 32 | 380 32 | 1 00 | |
| 1 06 | 1 07 | 136 43 | 276 55 | 412 98 | 468 13 | 55 13 | |
| B of C | | 86 38 | 475 77 | 562 15 | None | | |
| 70 | 70 | 31 71 | 229 60 | 261 31 | 261 31 | 12 66 | |
| 62 | 70 | 6 95 | 299 95 | 306 90 | 394 75 | 87 85 | |
| 62 | 65 | 4 96 | 160 88 | 165 84 | 200 81 | 34 97 | |
| 91 | 1 22 | 157 62 | 1,080 65 | 1,238 27 | 1,378 47 | 140 20 | |
| 91 | 95 | 25 34 | 256 76 | 282 10 | 316 52 | 34 42 | |
| 72 | 75 | 3 14 | 76 44 | 79 58 | 87 07 | 7 49 | |
| 97 | 1 03 | 108 07 | 757 64 | 875 71 | 932 17 | 56 46 | |
| 96 | 1 00 | 31 91 | 233 84 | 265 75 | 288 91 | 23 16 | |
| 1 10 | None | 206 75 | 132 08 | 268 07 | None | 43 59 | |

TABLE No. 10—*Continued.*
 CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1905.

| Street. | Side. | From. | To. | Width in ft. | Kind of Curbing Constructed with Walk |
|------------------------------------|-------|------------------------------|-------------------------------|--------------|---------------------------------------|
| Hammersmith | W | Queen | 150 ft. north | 3½ | Concrete |
| Hawthorne | W | Dale | 650 ft. north | 5 | " |
| Howland | E | Dupont | North City limit | 5 | " |
| Hayter | S | Laplante | Chestnut | 5 | Concrete |
| King | S | John | 333 ft. east | 12½ | " |
| King | N | Simcoe | 60½ ft. e. John | 8 | " |
| Lamport | N | Crescent Rd. | 450 ft. east | 4 | " |
| Lansdowne | E | 505 ft. n. Wallace | 108 ft. fur. north | 5 | " |
| Lisgar | W | Queen | Argyle | 5 | Concrete |
| Lisgar | W | Argyle | Afton | 5 | " |
| Macpherson | N | Rathnally | 292 ft. west | 5 | " |
| Rathnally and Macpherson | S | Rathnally | 276 ft. west | 5 | " |
| Manning | E | Arthur | College | 5 | Concrete |
| Manning | W | Bloor | Barton | 5 | " |
| Maple | E & N | { Dale n. and w. | 440 feet | 6 | " |
| Markham | W | Herrick | Bloor | 5 | " |
| May | W | South Drive | 383½ ft. north | 4 | " |
| Montrose | W | College | 590 ft. north | 5 | " |
| Morley | E | Queen | Eastern | 4 | Concrete |
| Morse | W | Queen | 1,133 ft. s. East'n | 5 | " |
| Mutual | W | Wilton | Gould | 5 | " |
| Mutual | E | Wilton | Shuter | 5 | Concrete |
| McMaster | N | Rathnally | 322 ft. east | 5 | " |
| McMaster | S | Avenue Rd. | Rathnally | 5 | " |
| Natalie | S | Logan | Verrall | 4 | " |
| Niagara | N & E | { Tecumseth | King | 5 | " |
| O'Hara | W | Marion | 650 ft. north | 5 | Concrete |
| Orchard | S | Huron | 110 ft. west | 3 | " |
| Palmerston | W | Bloor | London | 5 | Concrete |
| Parkview | E | Wellesley | 175 ft. north | 4 | " |
| Parliament | E | King | Queen | 5 | Concrete |
| Parliament | W | King | Queen | 5 | " |
| Parliament | W | Sydenham | 41 ft. e. Wilton | 8 | " |
| Peter | E | King | 144½ ft. e. Adel'de | 6 | " |
| Rathnally | E | Macpherson | McMaster | 5 | " |
| Reid's Lane | W | Wilton | 112 ft. south | 5.7 | Concrete |
| Russell | S | Huron | 150 ft. west | 6 | " |
| Sheridan | E | Dundas | College | 4.5 | " |
| Sheridan | W | Dundas | 472 ft. north | 4.5 | " |

TABLE No. 10—Continued.
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1905.

| City's Tender per lin. ft. | Next lowest Tender per lin. ft. | Cost of Work not included in Tender. | Cost of Work included in Tender. | Total Cost of Work exclusive of Interest on Money. | Total Cost of Work based on Contractors' lowest Tender. | Difference Be- tween City's Cost and next Lowest Con- tractor. | |
|-------------------------------|------------------------------------|--|--|---|--|--|-------|
| | | | | | | Gain. | Loss |
| \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. |
| 78 | 79 | 83 79 | 112 64 | 196 43 | 203 08 | 6 65 | |
| 98 | 1 00 | 173 72 | 617 42 | 791 14 | 860 29 | 69 15 | |
| 65 | 69 | 2 16 | 147 73 | 149 89 | 170 24 | 20 35 | |
| 97 | 98 | 63 63 | 307 34 | 370 97 | 397 91 | 26 94 | |
| 18 | None | 16 93 | 515 89 | 532 82 | None | 37 88 | |
| 1 05 | 1 10 | 18 13 | 751 72 | 769 85 | 809 25 | 39 40 | |
| 50 | 52 | ..... | 214 50 | 214 50 | 235 04 | 20 54 | |
| 63 | None | 14 99 | 65 97 | 80 96 | None | 94 | |
| 97 | 1 00 | 29 13 | 816 34 | 845 47 | 1,017 13 | 171 66 | |
| 97 | 1 00 | 69 54 | 417 88 | 487 42 | 552 54 | 65 12 | |
| 63 | 70 | 4 88 | 197 09 | 201 97 | 232 87 | 30 90 | |
| 68 | 75 | 49 72 | 204 96 | 254 68 | 306 02 | 51 34 | |
| 97 | 1 02 $\frac{1}{2}$ | 35 91 | 1,405 97 | 1,441 88 | 1,601 09 | 159 21 | |
| 97 | 93 $\frac{1}{2}$ | 123 33 | 845 94 | 969 27 | 1,192 03 | 222 76 | |
| 1 10 | 1 13 | 30 78 | 413 62 | 444 40 | 512 95 | 68 55 | |
| 66 | 70 | 59 46 | 354 17 | 413 63 | 673 22 | 259 59 | |
| 52 | 55 | 16 41 | 217 98 | 234 39 | 238 61 | 4 22 | |
| 65 | 75 | 8 23 | 373 29 | 381 52 | 451 48 | 69 96 | |
| 79 | 80 | 70 28 | 459 22 | 529 50 | 531 72 | 2 22 | |
| B. of C. | ..... | 234 05 | 1,738 76 | 1,972 81 | None | ..... |  |
| 65 | 67 | 89 63 | 367 32 | 456 95 | 505 03 | 48 08 | |
| 97 | 1 00 | 91 52 | 341 96 | 433 48 | 491 52 | 58 04 | |
| 1 00 | 1 03 | 96 26 | 319 92 | 416 18 | 427 61 | 11 43 | |
| 1 00 | 1 03 | 187 80 | 425 24 | 613 04 | 838 76 | 225 72 | |
| 90 | 98 | 64 75 | 352 74 | 417 49 | 490 46 | 72 97 | |
| 61 | 62 | 52 97 | 481 30 | 534 27 | 549 47 | 15 20 | |
| 1 07 | 1 08 | 64 14 | 570 98 | 635 12 | 806 32 | 171 20 | |
| B. of C. | ..... | 72 | 53 48 | 54 20 | None | ..... |  |
| 1 07 | 1 12 | 27 89 | 498 39 | 526 28 | 587 55 | 61 27 | |
| 56 | 61 | 15 88 | 86 93 | 102 81 | 129 71 | 26 90 | |
| 1 05 | 1 07 | 150 91 | 893 92 | 1 044 83 | 1,249 80 | 204 97 | |
| 1 05 | 1 07 | 170 87 | 779 38 | 950 25 | 1,249 75 | 299 50 | |
| 1 01 | 1 34 | 44 92 | 847 16 | 892 08 | 1,249 75 | 305 24 | |
| 82 | 83 | 5 33 | 188 00 | 193 33 | 235 24 | 41 91 | |
| 65 | 68 | 19 99 | 184 38 | 204 37 | 246 70 | 42 33 | |
| 1 03 | 1 05 | 1 85 | 112 95 | 114 80 | 120 29 | 5 49 | |
| 81 | 85 | 3 54 | 131 81 | 135 35 | 149 15 | 13 80 | |
| 54 | 54 $\frac{1}{2}$ | 35 68 | 404 45 | 440 13 | 450 43 | 10 30 | |
| 57 | 90 | 59 02 | 253 29 | 312 31 | 483 28 | 170 97 | |

TABLE No. 10—*Continued.*
 CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1905.

| Street. | Side. | From | To. | Width in ft. | Kind of Curbing Constructed with Walk. |
|----------------------|-------|------------------------|------------------------------------|--------------|--|
| Shuter..... | S | George | Sherbourne..... | 5 | ..... |
| Spadina Ave | W | St. Patrick | 200½ ft. north ... | 6 | ..... |
| Sparkhall | N | Broadview | 380 ft. east | 5 | ..... |
| South Drive..... | E | Sherbourne..... | S'th Drive r'n'g e. | 4½ | ..... |
| St. Patrick..... | N | Casimir | Bathurst..... | 5 | Concrete |
| Sullivan | S | Beverley | Spadina | 5 | ..... |
| Teraulay | W | Albert | Walton | 6 | ..... |
| Tecumseth | E | King..... | Wellington..... | 5 | Concrete |
| Temperance | S | Bay | Pt. east..... | 9.5 9.3 | Con'r't |
| Tiverton..... | E | First..... | South | 4 | ..... |
| Trinity Square | S | 121 ft. w. Yonge..... | To that portion running east... | 4½ 3.5 | Concrete |
| Virtue | S | Sorauren | 305 ft. east..... | 5 | ..... |
| Walton | S | Yonge..... | Teraulay | 5 | ..... |
| Wells | S | Brunswick | Kendall..... | 5 | ..... |
| Wellesley Pl | W | Wellesley Cres't | 495 ft. north ... | 4 | ..... |
| Wellington | S | Niagara | 68 ft. west | 6 | ..... |
| Wilton Cres't..... | S | Sherbourne | 193½ w. Pembroke | 6 | Concrete |
| Wilton Ave..... | N | Ontario | Berkeley..... | 6 | ..... |
| South Drive | E | Huntley..... | Park Rd..... | 4½ | ..... |

TABLE No. 10—Continued.
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1905.

| City's Tender Per lin. ft. | Next Lowest Tender Per lin. ft. | Cost of Work not included in Tender. | Cost of Work included in Tender. | Total Cost of Work Exclu- sive of Interest on Money. | Total Cost of Work based on Contractors' lowest Tender. | Difference Be- tween City's Cost and next Lowest Con- tractor. | |
|-------------------------------|---------------------------------------|--|--|---|--|--|------|
| | | | | | | Gain. | Loss |
| \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | |
| 62 | 69 | 47 03 | 398 62 | 445 65 | 512 99 | 67 34 | |
| 84 | 89 | 5 00 | 153 32 | 158 32 | 196 44 | 38 12 | |
| 78 | 61 | 139 71 | 260 77 | 400 48 | 445 31 | 44 83 | |
| 62 | 70 | 22 46 | 185 16 | 207 62 | 263 97 | 56 35 | |
| 1 05 | 1 13 $\frac{1}{2}$ | 36 90 | 443 66 | 480 56 | 544 81 | 64 25 | |
| 62 | 65 | 2 00 | 620 14 | 622 14 | 692 82 | 70 68 | |
| B of C | ..... | 60 08 | 1,057 28 | 1,117 36 | None | ..... |  |
| B of C | ..... | 26 74 | 411 16 | 437 90 | " | ..... |  |
| B of C | ..... | ..... | 132 61 | 132 61 | " | ..... |  |
| 52 | 54 | 41 74 | 403 04 | 449 78 | 451 76 | 1 98 | |
| B of C | ..... | 1 06 | 129 93 | 130 93 | None | ..... |  |
| 40 | 45 | 2 05 | 144 31 | 146 36 | 150 10 | 3 74 | |
| 62 | 65 | 9 00 | 408 46 | 417 46 | 471 41 | 53 95 | |
| 68 | 70 | 3 11 | 199 98 | 203 09 | 234 32 | 31 23 | |
| 52 | 55 | 2 50 | 158 59 | 161 09 | 194 78 | 33 69 | |
| 78 | 84 | 17 79 | 52 38 | 70 17 | 74 83 | 4 66 | |
| 1 06 | 1 08 | 243 11 | 548 66 | 791 77 | 854 39 | 62 62 | |
| 81 | 82 | 25 25 | 221 82 | 247 07 | 271 91 | 24 84 | |
| 63 | 65 | 33 73 | 104 24 | 137 97 | 141 95 | 3 98 | |
| | | 5,380 85 | 37,016 50 | 42,874 91 | 40,055 88 | 5,356 85 | |

TABLE No. 11.

PAVEMENTS.

| No. | Street. | From. | To. | Class of Pavement. | Width in ft. | Length in feet. |
|-----|------------------|--------------------------------------|------------------|-----------------------------------|-------------------------------------|---|
| 1 | Agnes | Yonge | University .. | Macadam reconst'n. | 30 | 1,904 |
| 2 | Crocker Ave ... | Bellew's Ave | E. Terminus. | Macadam, 2nd class | 24 | 473 |
| 3 | Dundas | Bridge | Bridge | V.B. reconst'n Devil Strip | 3.8 | 337 |
| 4 | Edward | Yonge | University .. | Macadam reconst'n. | 24 | 1,837 |
| 5 | Edward s.s. ... | Teraulay ... | University .. | Concrete curbing .. | ... | 1,180 |
| 6 | Elizabeth | Queen | College | Macadam reconst'n. | 24 | 3,373 $\frac{1}{2}$ |
| 7 | Com'cial Lane.. | Francis | W. Terminus | Brick on 4-in. con.. | 28 | 211 |
| 8 | Fraser Ave | 239 ft. s. King | 461 ft. f'ther s | Brick on 4-in. con.. | 24 | 192 |
| 9 | Hawth'n Ave. n.s | 650 ft. n. Dale | 192 ft. f'th'r n | Concrete curbing .. | .5 | 461 |
| 10 | Jefferson Ave.. | Liberty | 187 ft. south. | Macadam, 2nd class | 24 | 187 |
| 11 | King | Approaches.. | Subway | V.B. Devil Strip. | 3.6 to 7.3 | 1,151 |
| 12 | Lansdowne Ave | College | Dundas | Cedar block relaid | 9 $\frac{1}{2}$ to 11 $\frac{3}{4}$ | |
| 13 | Leuty Ave. | Queen | 644 ft. south. | Grading | ... | 644 |
| 14 | Molson Ave ... | Roxborough .. | Macpherson.. | Macadam, 2nd class | 24 | 313 $\frac{3}{4}$ |
| 15 | Phipps | 12 $\frac{1}{2}$ ft. w. St. Nicholas | St. Vincent.. | Brick on 4-in. con.. | 15 | 415 $\frac{1}{4}$ |
| 16 | Pacific Ave | Atlantic | 616 ft. south. | Brick on 6-in. con.. | 24 | 893 |
| 17 | Queen | Yonge | Intersection. | Wood block | ... | ... |
| 18 | Queen e | Yonge | River. | Brick & Scoria Devil Strip | 3.5 | Brick 4,815 $\frac{3}{4}$ Scoria 596 $\frac{1}{4}$ |
| 19 | Sterling Rd. ... | Dundas | North | Macadam, 2nd class | 14 to 24 | |
| 20 | Sparkhall Ave.. | Broadview ... | 380 ft. east.. | Macadam, 2nd class | 22 | 380 |
| 21 | Teraulay | Albert | College | Macadam reconst'n. | 30 | 2,875 $\frac{1}{2}$ |
| 22 | Virtue | Sorauren | E. Terminus. | Tar Macadam | 19 | 314 |
| 23 | Wellesley | Yonge | Church | Macadam reconst'n. | 35 | 936 $\frac{3}{4}$ |
| 24 | Yonge | College | Bloor. | Scoria Devil Strip reconstruction | 3.5 | 2,875 |
| 25 | Yonge | Severn ..... | ..... | Retaining wall ..... | ..... | ..... |
| 26 | York | Bridge ..... | ..... | Wood Block. .... | ..... | 120 |

TABLE No. 12.

WORKS CONSTRUCTED AS LOCAL IMPROVEMENTS FROM 1892 TO 1905 (INCLUSIVE).

| Class of Work. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | Total. |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| Asphalt pavements . . . | 9 | 7 | 7 | 4 | 3 | 4 | 14 | 28 | 27 | 25 | 24 | 26 | 33 | 30 | 241 |
| Bitulithic | | | | | | | | | | | | | 4 | 9 | 13 |
| Brick | | | | 2 | 6 | 16 | 13 | 23 | 13 | 7 | 11 | 10 | 12 | 9 | 122 |
| Gravel roadways | | | | | | 16 | | 1 | 1 | | | | | | 18 |
| Cobble stone pavements | 5 | | | | | | | | 1 | | | | | | 6 |
| Stone sett | | | | | | | | | | 1 | | 1 | | 1 | 3 |
| Macadam roadways . . . | 1 | | 1 | 4 | 5 | 3 | 13 | 24 | 14 | 16 | 24 | 14 | 14 | 12 | 145 |
| Tar macadam roadways. | | | | | | | | | 1 | 1 | 6 | 12 | 8 | 9 | 37 |
| Cedar block pavements. | 20 | 14 | 6 | 7 | 3 | 7 | 19 | 20 | 24 | 12 | 10 | 6 | 3 | 6 | 157 |
| Concrete | | | | 3 | | | 1 | | | | | 1 | 2 | 1 | 10 |
| Scoria block | 1 | | | | | | | | | | | | | | 1 |
| Concrete and stone curb | | | | | | | | | | 1 | 3 | 4 | 6 | 15 | 29 |
| Wood curb | | | | | | | | | | 3 | 1 | 1 | | | 5 |
| Concrete sidewalks. . . . | 6 | 3 | 6 | 11 | 6 | 13 | 25 | 37 | 85 | 118 | 188 | 236 | 247 | 276 | 1,257 |
| Brick sidewalks | | | | | 1 | 8 | 14 | 4 | 1 | 2 | 1 | | 1 | 1 | 33 |
| Stone flag | 1 | 1 | | | | | | | | | | | | | 2 |
| Grading | | | | | | | | | | | | | 2 | 2 | 4 |
| Wood block | | | | | | | | | | | | | | 2 | 2 |
| Vitrified block. | | | | | | | | | | | | | | 3 | 3 |
| Totals | 43 | 25 | 20 | 31 | 24 | 67 | 99 | 137 | 167 | 186 | 269 | 312 | 331 | 377 | 2,088 |

| Street. | | const'd. | Average Depth. | Soil. | Inspector or Foreman. | Contractor. |
|-----------------------------|-----------------------|----------|----------------|--------------------------|---|-----------------|
| | | ft. | in. | | | |
| Don Esplanade | Pt. 315 ft. | 5 | 7 | 0 clay | Wm. Douglas.... | City. |
| Dufferin | Fairmor | 88 | 10 | 10 " | Wm. Hill | Godson Con. Co. |
| Paton Rd. | Lansdov | 2 | 10 | 3 sand | R. Patterson | City. |
| Morley Ave. | Queen | 44 | 7 | 3 clay | " | " |
| Princess | Front | 16 | 9 | 9 " | " | " |
| Dundonald | Yonge | 60 | 13 | 0 sand | Wm. Hill | John Maguire. |
| Hallam | Ossingto | 44 | 9 | 0 clay | A. McCormack .. | " |
| Lane off Claremont | Claremo | 6 | 10 | 2 " | R. Patterson | City. |
| Virgin's & Turner's Lane | King | 10 | 10 | 0 run'n'g sa'd and clay. | " | " |
| Aberdeen Ave. | Parliam | 32 | 11 | 6 sand | Wm. Hill | Jno. Maguire. |
| Sparkhall Ave. | Broadvi | 20 | 12 | 2 " | R. Patterson | City. |
| Royce | Symingt | 42 | 11 | 3 clay & sand | Wm. Hill | Jno. Maguire. |
| Jarvis St. Extension | to end o | 2 | | | W. F. Donaldson | Medlar & Arnot. |
| Grace | 470 ft. n | 40 | 14 | 2 clay | Wm. Hill | Jno. Maguire. |
| Cottingham | Avenue | 46 | 9 | 9 " | R. Patterson | City. |
| Pacific | Atlantic | 12 | 12 | 10 gravel | F. J. Carrette... | J. H. McKnight. |
| Van Horne | Doverco | 60 | 10 | 6 clay | Wm. Hill | " |
| Chestnut Park Rd. extension | | 5 | 11 | 2 " | R. Patterson | City. |
| Bernard Ave. | St. Geor | 20 | 12 | 0 hard pan .. | F. J. Carrette... | Jno. Maguire. |
| Ernest | Perth | 28 | 10 | 10 quick sand | Wm. Hill, R. Hutcheson and F. J. Carrette | J. H. McKnight. |
| Melville Ave. | Shaw | 52 | 7 | 3 clay | F. J. Carrette ... | Jno. Maguire. |
| Queen | A pt. 15 centre Morle | 26 | 8 | 0 " | R. Patterson | City. |
| Howard Park | Roncesv | 40 | 11 | 7 sand | R. Hutcheson ... | J. H. McKnight. |
| Exhibition | Centre o Buildi | | 10 | 0 clay | R. Patterson | City. |
| Exhibition | Centre o Buildi | | 10 | 2 " | " | " |
| Lane 1st e. Yonge | Shuter. | | 7 | 8 " | F. J. Carrette ... | Con. & Pav. Co. |
| Dickens | Carlaw | 36 | 10 | 2 quick sand | " | J. H. McKnight. |
| Gladstone | College | 6 | 10 | 6 sand | R. Patterson | City. |
| Gladstone | 168 ft. s | 12 | 12 | 2 " | " | " |
| Avenue Rd. | 461 ft. n | 160 | 16 | 6 sand & clay | F. J. Carrette ... | Jno. Maguire. |
| Millicent | Dufferin | 96 | 9 | 11 clay | R. Patterson ... | City. |
| Hepbourne | Doverco | 48 | 11 | 7 " | R. Hutcheson ... | J. F. Connolly. |
| Poplar Plains | Cottingl | 21 | 11 | 5 s'nd & gr'v'l | Wm. Wells | E. Axworthy. |
| Poplar Plains | 350 ft. n | 7 | 10 | 11 " | " | " |
| Pearl | Simcoe | 46 | 12 | 5 clay | R. Hutcheson ... | J. F. Connolly. |
| Farnham Ave. | Avenue | 42 | 13 | 10 s'nd & gr'v'l | C. North | Jno. Maguire. |
| Clarendon | Avenue | 40 | 11 | 2 clay & sand | Wm. Wells | E. Axworthy. |
| Chestnut Park Rd. Extension | | 16 | 11 | 7 clay | R. Patterson | City. |
| Morrow Ave. | Dundas | 6 | 12 | 10 sand | " | " |
| Olive Ave. | Avenue | 40 | 15 | 10 s'nd & gr'v'l | Wm. Wells | E. Axworthy. |
| Clinton | Present | 60 | 11 | 6 clay | R. Hutcheson ... | Godson Con. Co. |
| Balmoral Ave. | Avenue | 40 | 12 | 3 gr'v'l & s'nd | C. North | J. H. McKnight. |
| Queen | Kew Bea | | 10 | 3 clay & sand | R. Patterson | City. |
| Mark | Don | | | clay & loam | Wm. Wells | E. Axworthy. |
| Salisbury | 193 ft. v | 6 | 11 | 3 sand | R. Patterson | City. |
| Chestnut | Queen | | | clay | " | " |
| Oriole Rd. | St. Clair | | | sand | F. J. Carrette ... | Jno. Maguire. |
| St. Clair | Avenue | | | " | R. Hutcheson ... | J. F. Connolly. |
| Stirling Rd. | | 70 | 10 | 3 ru'n'g s'nd | G. Parsons | City. |

TABLE No. 1.
SHOWING SEWERS CONSTRUCTED DURING THE YEAR 1905.

| Street. | From. | To. | Size. | Description. | Length. | No. Manholes. | No. Gallies. | No. P. D. const'd. | Average Depth. | Soil. | Inspector or Foreman. | Contractor. | |
|--------------------------|---|-----------------------|-------------|--------------|-------------|---------------|--------------|--------------------|----------------|-------------|------------------------|---|-----------------|
| | | | | | | | | | ft. in. | | | | |
| Don Esplanade | Pt. 315 ft. n. East n'v | 125 ft. further north | 12 in. | Tile pipe | 236ft. 6in. | 2 | 2 | 5 | 7 | 0 | clay | Wm. Douglas | City. |
| Dufferin | Fairmont | Bloor | 15 " | " | 1216 | 4 | 8 | 88 | 10 | " | Wm. Hill | Godson Con. Co. | |
| Paton Rd. | Lansdowne | A pt. 529 ft. west. | 12 " | " | 570 | 3 | | 210 | 3 | sand | R. Patterson | City. | |
| Morley Ave. | Quecu | Ashbridge's Bay | 12 " | " | 771ft. 6in. | 3 | 6 | 44 | 7 | 3 | clay | " | " |
| Princess | Front | King | 12 " | " | 290 | 2 | 2 | 16 | 9 | " | " | " | |
| Dundonald | Yonge | 150 ft. w. Church | 12 " | " | 821ft. 6in. | 3 | 4 | 60 | 13 | 0 | sand | Wm. Hill | John Maguire. |
| Hallam | Ossington | Shaw | 12 " | " | 665 | 3 | 3 | 44 | 9 | 0 | clay | A. McCormack | " |
| Lane off Claremont | Claremont | 127 ft. west. | 12 " | " | 160 | | | 6 | 10 | 2 | " | R. Patterson | City. |
| Virgin's & Turner's Lane | King | South end | 12 " | " | 305 | 1 | 2 | 10 | 10 | 0 | run'n'g sa'd and clay. | " | " |
| Aberdeen Ave. | Parliament | 222 ft. e. Ontario | 12 " | " | 471 | 1 | 2 | 32 | 11 | 6 | sand | Wm. Hill | Jno. Maguire. |
| Sparkhall Ave. | Broadview | 380 ft. east. | 12 " | " | 428ft. 8in. | 2 | 2 | 20 | 12 | 2 | " | R. Patterson | City. |
| Royce | Symington | G. T.R. | 12 " | " | 700 | 2 | 4 | 42 | 11 | 3 | clay & sand | Wm. Hill | Jno. Maguire. |
| Jarvis St. Extension | to end of Slip | | 48 " | St'cl pipe | 297ft. 6in. | | | 2 | | | " | W. F. Donaldson | Medlar & Arnot. |
| Grace | 470 ft. n. College | 500 ft. further north | 18 " | Tile pipe | 500 | 2 | 4 | 40 | 14 | 2 | clay | Wm. Hill | Jno. Maguire. |
| Cottingham | Avenue Rd. | A pt. 633 ft. east | 12 " | " | 674 | 2 | 4 | 46 | 9 | 9 | " | R. Patterson | City. |
| Pacific | Athanic | Pacific | 12 " | " | 243 | 2 | 2 | 12 | 12 | 10 | gravel | F. J. Carrette | J. H. McKnight. |
| Van Horne | Dovercourt | Ossington | 15 " | " | 952 | 4 | 5 | 60 | 10 | 6 | clay | Wm. Hill | " |
| Chestnut Park Rd. | extension | | 12 " | " | 196 | 3 | | 5 | 11 | 2 | " | R. Patterson | City. |
| Bernard Ave. | St. George | Huron | 12 " | " | 407 | 2 | 2 | 20 | 12 | 0 | hard pan. | F. J. Carrette | Jno. Maguire. |
| Ernest | Perth | West end | 12 " | " | 498 | 3 | 2 | 28 | 10 | 10 | quick sand | Wm. Hill, R. Hutcheson and F. J. Carrette | J. H. McKnight. |
| Melville Ave. | Shaw | 651 ft. 8 ins. east. | 12 " | " | 651 | 2 | 4 | 52 | 7 | 3 | clay | F. J. Carrette | Jno. Maguire. |
| Queen | A pt. 150 ft. west of centre line of Morley | 200 ft. east. | 12 " | " | 367 | 4 | | 26 | 8 | 0 | " | R. Patterson | City. |
| Howard Park | Roncesvalles | Sunnyside | 15 " | " | 613 | 4 | 4 | 40 | 11 | 7 | sand | R. Hutcheson | J. H. McKnight. |
| Exhibition | Centre of Man'fact'g Building (w.s.) | Lake | 9 " | " | 346 | | | | 10 | 0 | clay | R. Patterson | City. |
| Exhibition | Centre of e.s. M'f'g Building | Lake | 9 " | " | 566 | | | | 10 | 2 | " | " | " |
| Lane 1st e. Yonge | Shuter | South end | 9 " | " | 164 | | 1 | | 7 | 8 | " | F. J. Carrette | Con. & Pav. Co. |
| Dickens | Carlaw | Logan | 15 " | " | 680 | 3 | 4 | 36 | 10 | 2 | quick sand | " | J. H. McKnight. |
| Gladstone | College | 150 ft. north | 12 " | " | 183 | 1 | | 6 | 10 | 6 | sand | R. Patterson | City. |
| Gladstone | 168 ft. s. College | 140 ft. further south | 12 " | " | 140 | 1 | | 12 | 12 | 2 | " | " | " |
| Avenue Rd. | 461 ft. n. Cottingham | St. Clair | 2ft. x 3ft. | Brick | 2018 | 7 | 12 | 160 | 16 | 6 | sand & clay | F. J. Carrette | Jno. Maguire. |
| Millicent | Dufferin | West end | 15 in. | Tile pipe | 1293 | 5 | 8 | 96 | 9 | 11 | clay | R. Patterson | City. |
| Hepbourne | Dovercourt | Havelock | 12 " | " | 759 | 3 | 4 | 48 | 11 | 7 | " | R. Hutcheson | J. F. Connolly. |
| Poplar Plains. | Cottingham | 350 ft. north | 15 " | " | 400 | 3 | 2 | 21 | 11 | 5 | s'nd & gr'v'l | Wm. Wells | E. Axworthy. |
| Poplar Plains. | 350 ft. n. Cottingham | 100 ft. further north | 12 & 15 in. | " | 82 | 1 | | 7 | 10 | 11 | " | " | " |
| Pearl | Simcoe | John | 12 & 15 in. | " | 825 | 4 | 6 | 46 | 12 | 5 | clay | R. Hutcheson | J. F. Connolly. |
| Farnham Ave. | Avenue Rd. | East City limits | 12 " | " | 672 | 3 | 2 | 42 | 13 | 10 | s'nd & gr'v'l | C. North | Jno. Maguire. |
| Clarendon | Avenue Rd. | 590 ft. west | 12 " | " | 620 | 2 | 4 | 40 | 11 | 2 | clay & sand | Wm. Wells | E. Axworthy. |
| Chestnut Park Rd. | Extension | | 12 " | " | 450 | 3 | | 16 | 11 | 7 | clay | R. Patterson | City. |
| Morrow Ave. | Dundas | 205 ft. north | 12 " | " | 241ft. 6in. | 2 | | 6 | 12 | 10 | sand | " | " |
| Olive Ave. | Avenue Rd. | 600 ft. east. | 12 " | " | 640 | 8 | 2 | 40 | 15 | 10 | s'nd & gr'v'l | Wm. Wells | E. Axworthy. |
| Clinton | Present terminus | Barton Ave. | 15 " | " | 742 | 2 | 2 | 60 | 11 | 6 | clay | R. Hutcheson | Godson Con. Co. |
| Balmoral Ave. | Avenue Rd. | Poplar Plains | 12 " | " | 618 | 2 | 2 | 40 | 12 | 3 | gr'v'l & s'nd | C. North | J. H. McKnight. |
| Queen | Kew Beach Fire Hall | Kippendavie | 9 " | " | 288 | | 1 | 10 | 3 | clay & sand | R. Patterson | City. | |
| Mark | Don | River St. | 12 " | In progress | 90 | | | | | | clay & loam | Wm. Wells | E. Axworthy. |
| Salisbury | 193 ft. w. Sackville | 90 ft. further west | 12 " | " | 90 | 1 | | 6 | 11 | 3 | sand | R. Patterson | City. |
| Chestnut | Queen | Armouries | 12 " | In progress | | | | | | | clay | " | " |
| Oriole Rd. | St. Clair | Lonsdale | 18 " | " | | | | | | | sand | F. J. Carrette | Jno. Maguire. |
| St. Clair | Avenue Rd. | Oriole Rd. | 18 " | " | | | | | | | " | R. Hutcheson | J. F. Connolly. |
| Stirling Rd. | | | 15 " | " | 1469 | 9 | 4 | 70 | 10 | 3 | run'n'g s'nd | G. Parsons | City. |

SEWERS, DRAINS AND SPECIAL WORKS.

CITY ENGINEER'S DEPARTMENT,
Toronto, December 31st, 1905.

MR. C. H. RUST,
City Engineer.

DEAR SIR,—Herewith I submit the Annual Report, showing in detail the work done under the supervision of this branch of the Department.

The following table shows the length in feet of sewers constructed during the year:

| | | |
|------------------------------------|--------|----------|
| 9-inch tile pipe | 1,364 | lin. ft. |
| 12-inch tile pipe | 13,288 | " |
| 15-inch tile pipe in concrete..... | 7,852 | " |
| 18-inch tile pipe in concrete..... | 500 | " |
| 2 ft. x 3 ft. brick | 2,018 | " |
| 4-ft. steel pipe | 298 | " |
| Total..... | 25,320 | " |

There are 245.11 miles of sewers in the City.

There are 71 automatic flush tanks in the City.

During the year there were:

121 new manholes built.
106 manholes repaired.
641 new gullies built.
90 gullies repaired.
63 miles of sewers flushed and cleaned.

GENERAL SEWER REPAIRS.

The old box drain on Eastern Avenue, from the Don River to Cypress Street, was found to have collapsed. This was taken up and replaced by an 18-in. pipe in concrete. The old brick sewer on King Street, between Spadina Avenue and Portland Street, was opened in several places, repaired and thoroughly cleaned. The repairing of the invert of the Rosedale Creek sewer was continued during the winter months; the weather being colder and drier than usual, we were able to

keep the men almost continually engaged, and the repairing of this sewer, which has been carried on during several winters, was completed. The 48-in. steel pipe outlet of the Jarvis Street sewer was extended 298 feet to the end of the slip, and the slip filled in.

The following table shows the lineal feet of private drains constructed during the year:

| | 6-in. | 9-in. | 12-in. | 18-in. |
|-----------------|--------------|-------------|-----------|----------|
| January | 761 | 72 | .... | .... |
| February | 942 | 99 | .... | .... |
| March | 4,190 | 171 | .... | .... |
| April | 3,863 | 353 | .... | .... |
| May | 5,795 | 124 | .... | .... |
| June | 4,526 | 390 | .... | 40 |
| July | 3,988 | 416 | .... | .... |
| August | 5,964 | 385 | .... | .... |
| September | 5,232 | 151 | .... | .... |
| October | 5,480 | 291 | 33 | .... |
| November | 5,162 | 322 | .... | .... |
| December | 2,505 | 198 | 70 | .... |
| | <hr/> 48,408 | <hr/> 3,032 | <hr/> 103 | <hr/> 40 |

In addition to the above, 88 private drains were repaired and 29 flushed.

The total length of private drains laid during the year was 51,583 lineal feet, and for 1904, 37,627 lineal feet, which shows a great increase in the number of homes and business houses during the present year.

DREDGING SEWAGE DEPOSITS OUT OF SLIPS.

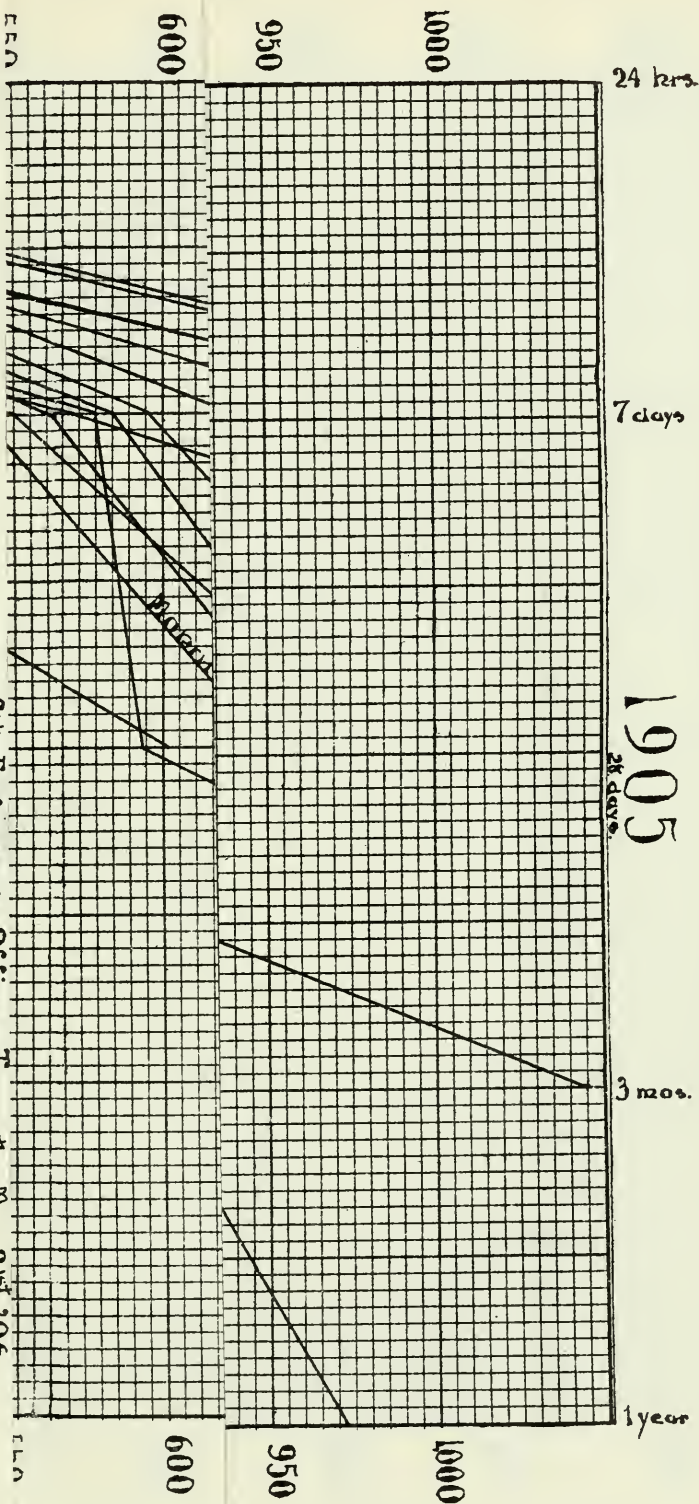
Sewage deposits were dredged from the following slips during the year:

Yonge Street sewer outlet.
Church Street slip.
Sherbourne Street slip.
Berkeley Street slip.
Queen's Wharf channel.

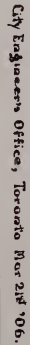
The total quantity of material removed being 16,273 cubic yards.

NEAT CEMENT TESTS.

1905

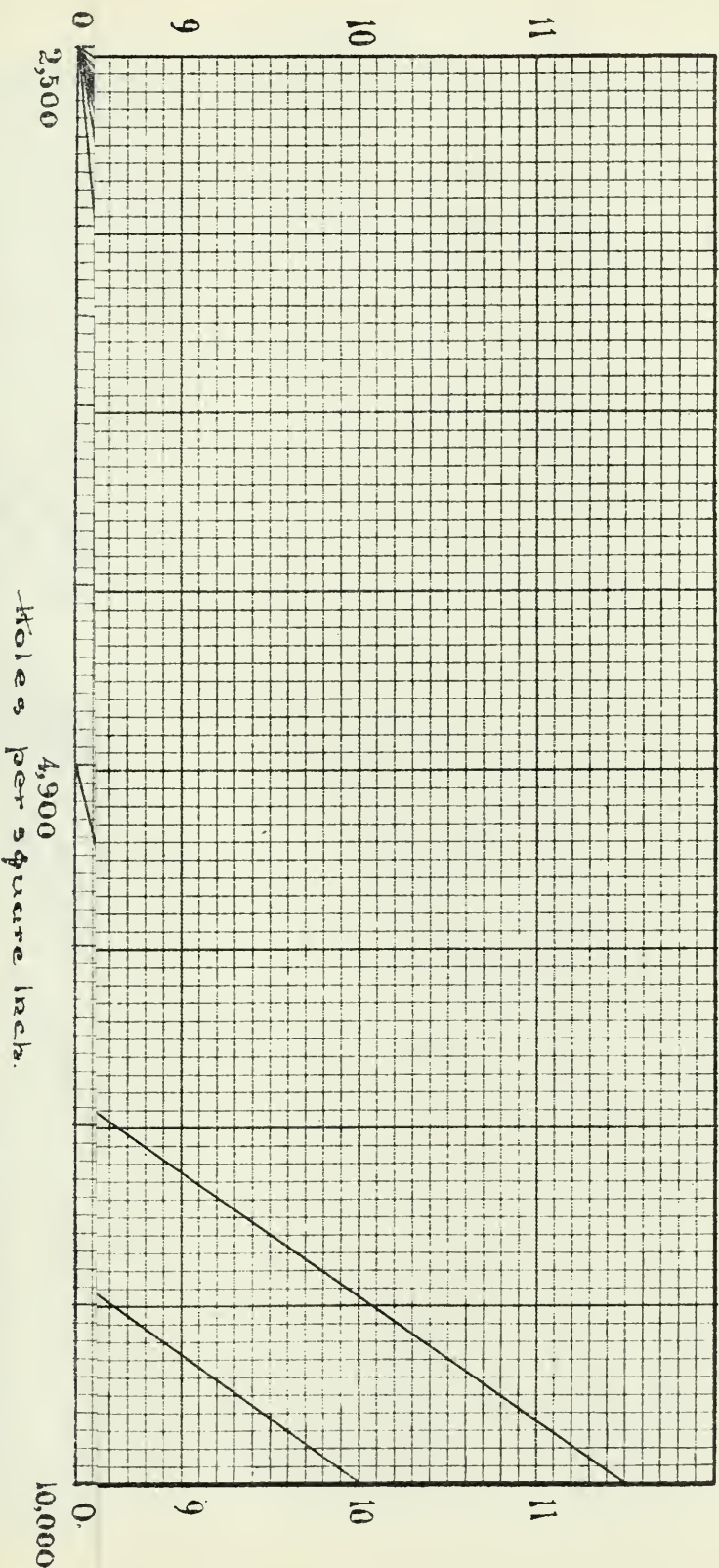


City Engineer's Office, Toronto Mar 24 '06.

1905
26 days

TESTS FOR FINENESS.

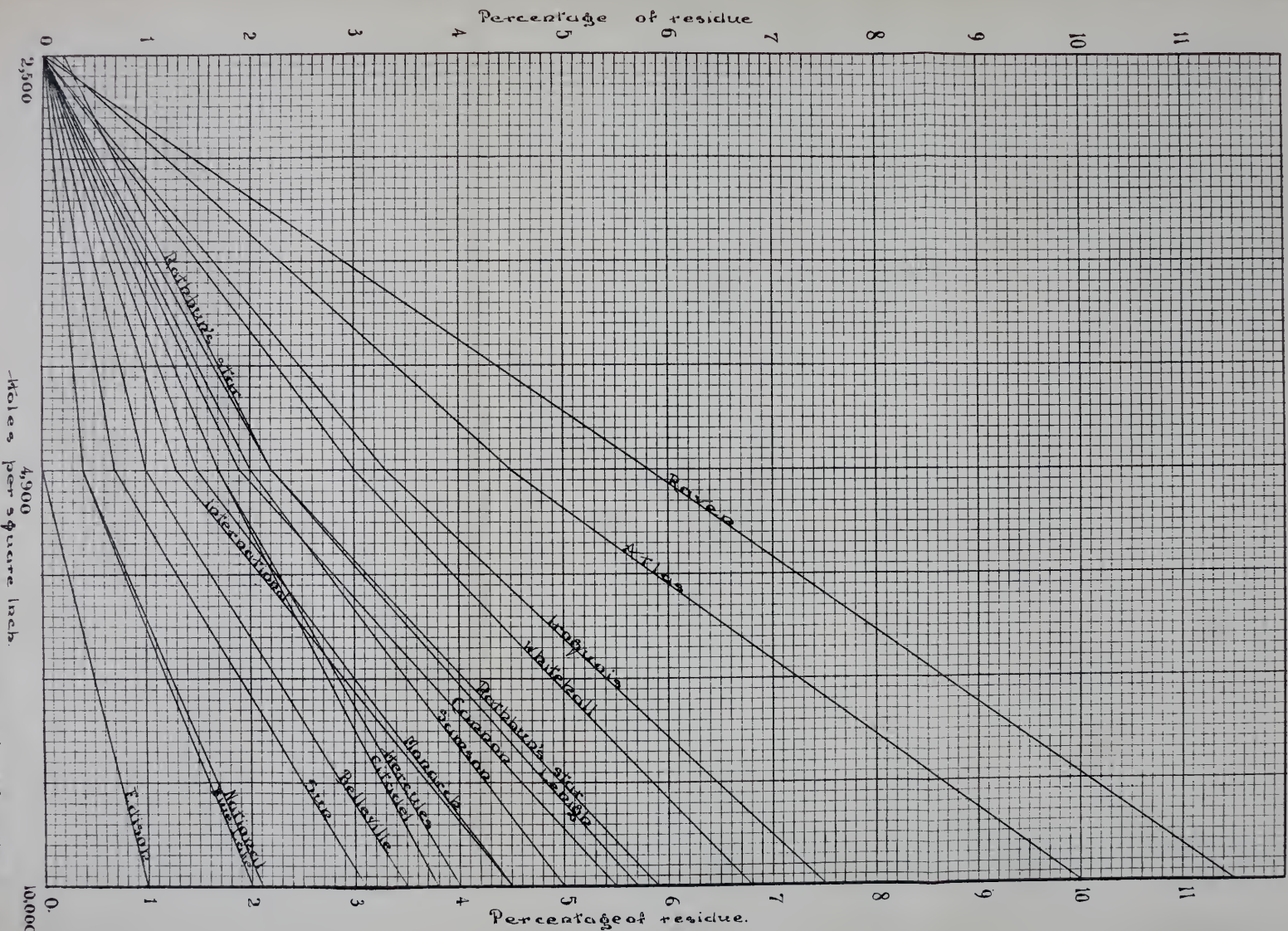
1905.



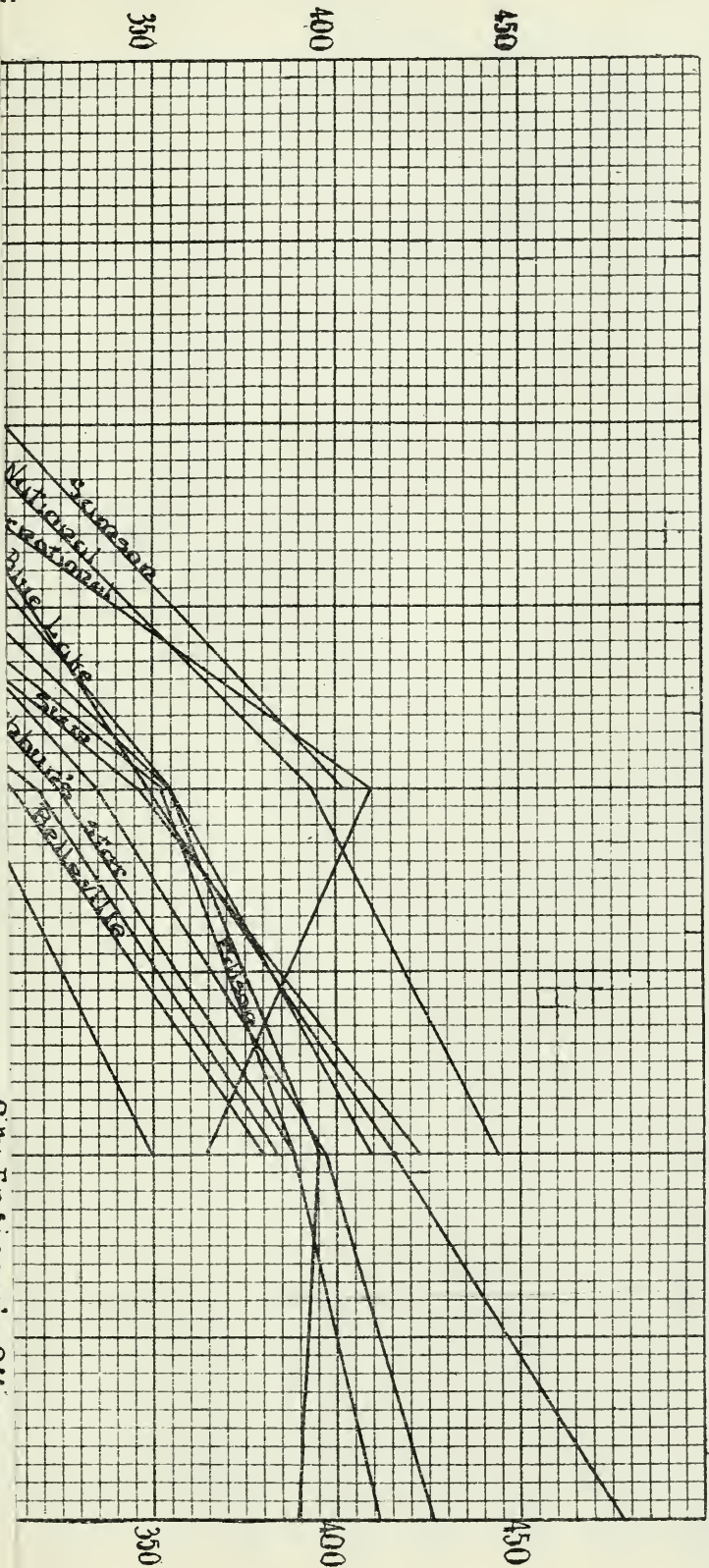
City Engineer's Office
Toronto, March 21st, 1906.

TESTS FOR FINENESS.

1905.

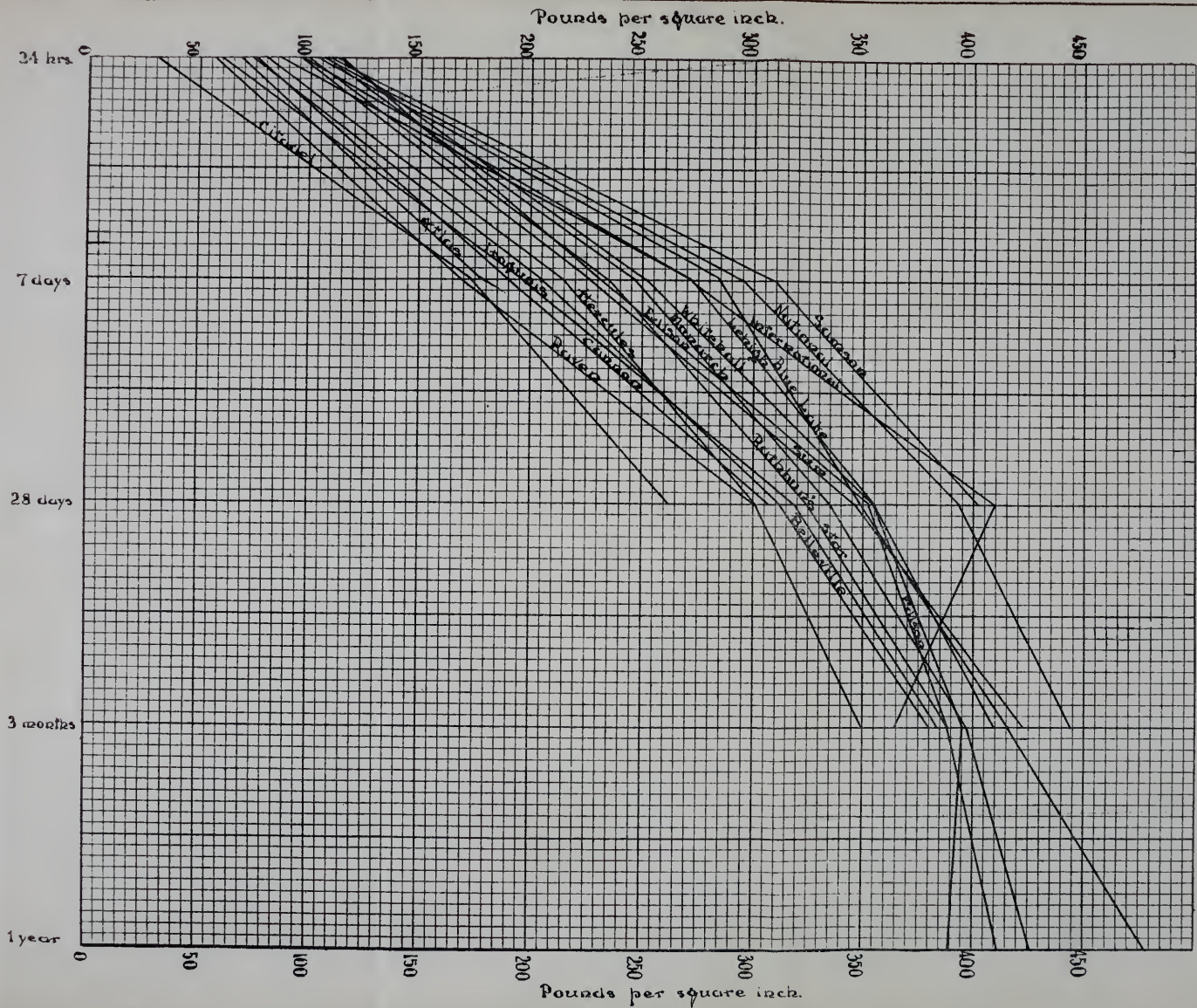


3 parts of sand to 1 part of cement.
1905.



City Engineer's Office
Toronto Mar 21st '06.

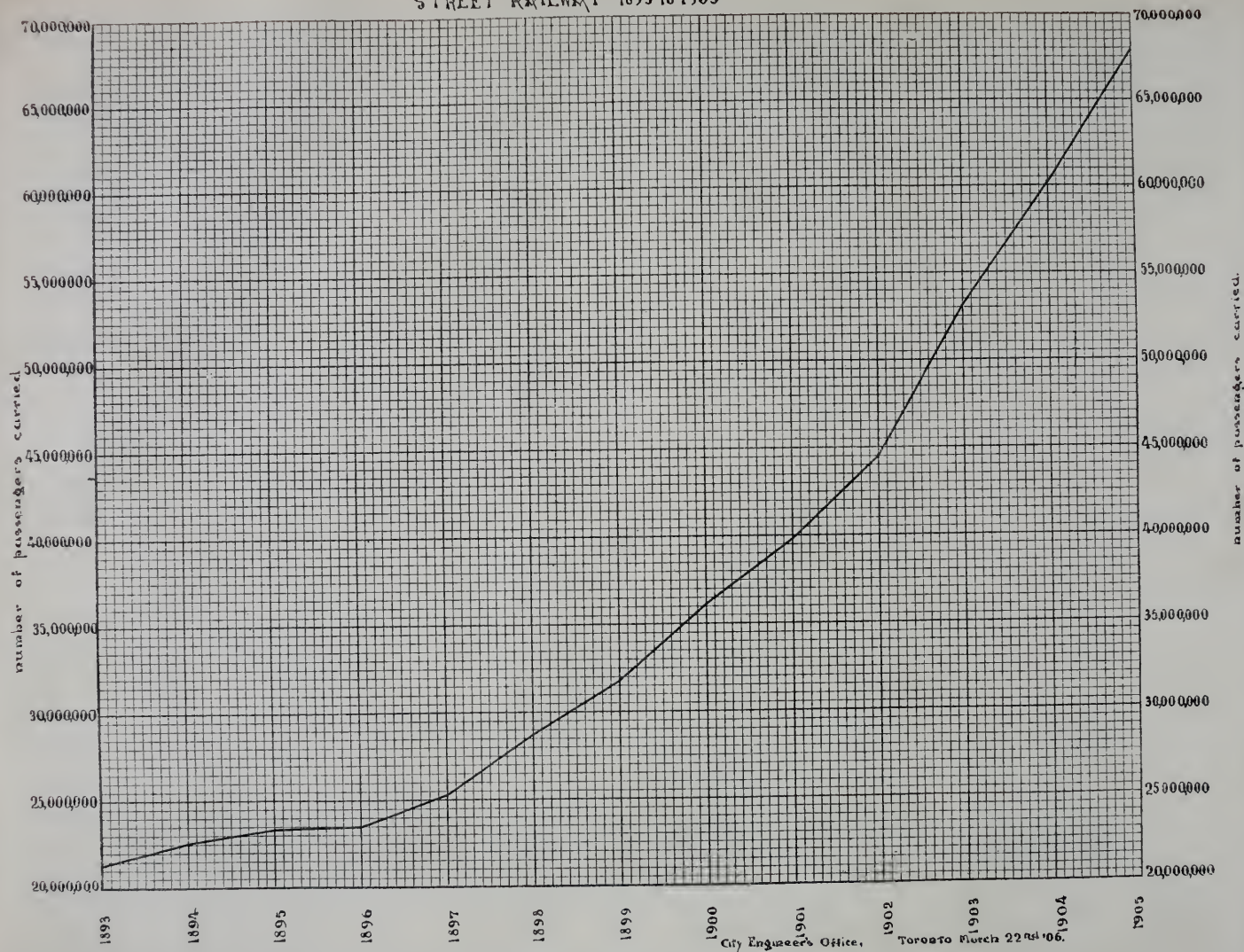
CEMENT TESTS.
3 parts of sand to 1 part of cement.
 1905.

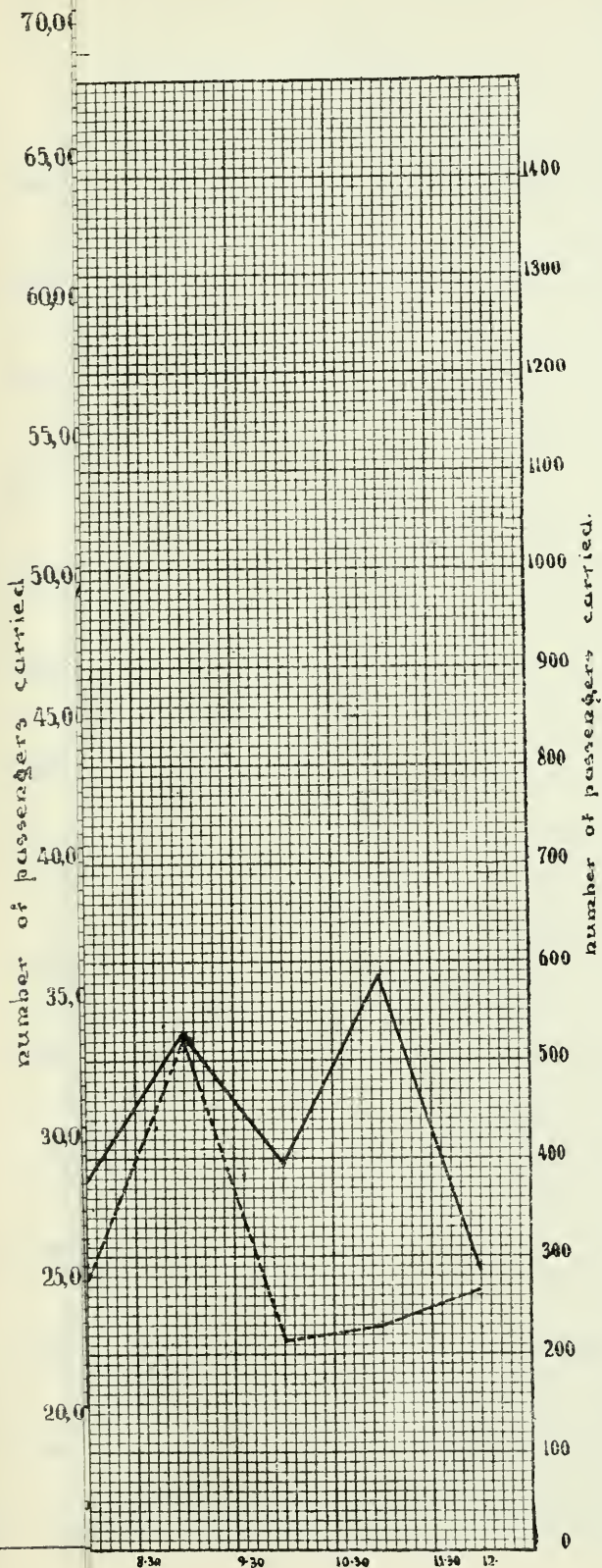


RECORD OF CEMENT TESTS, JULY 1ST, 1904, TO JULY 1ST, 1905.

[illegible]

NUMBER OF PASSENGERS CARRIED ON THE TORONTO STREET RAILWAY 1893 to 1905





Mar 27th 1906

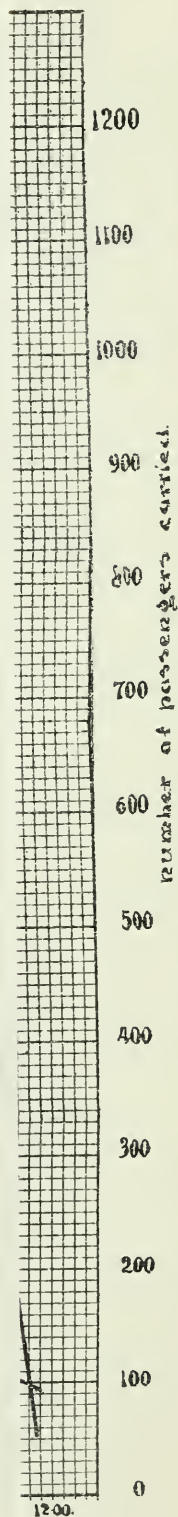
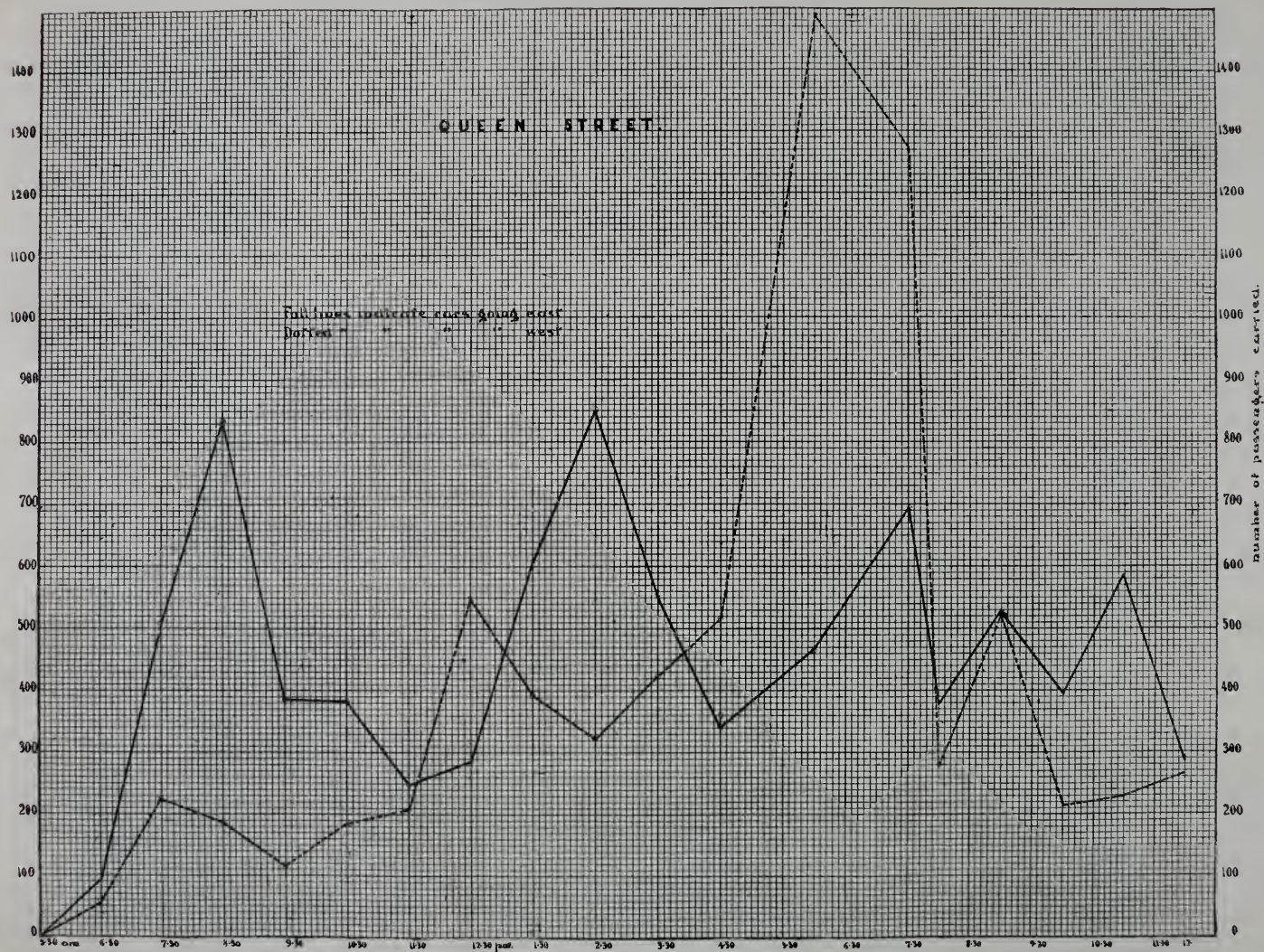
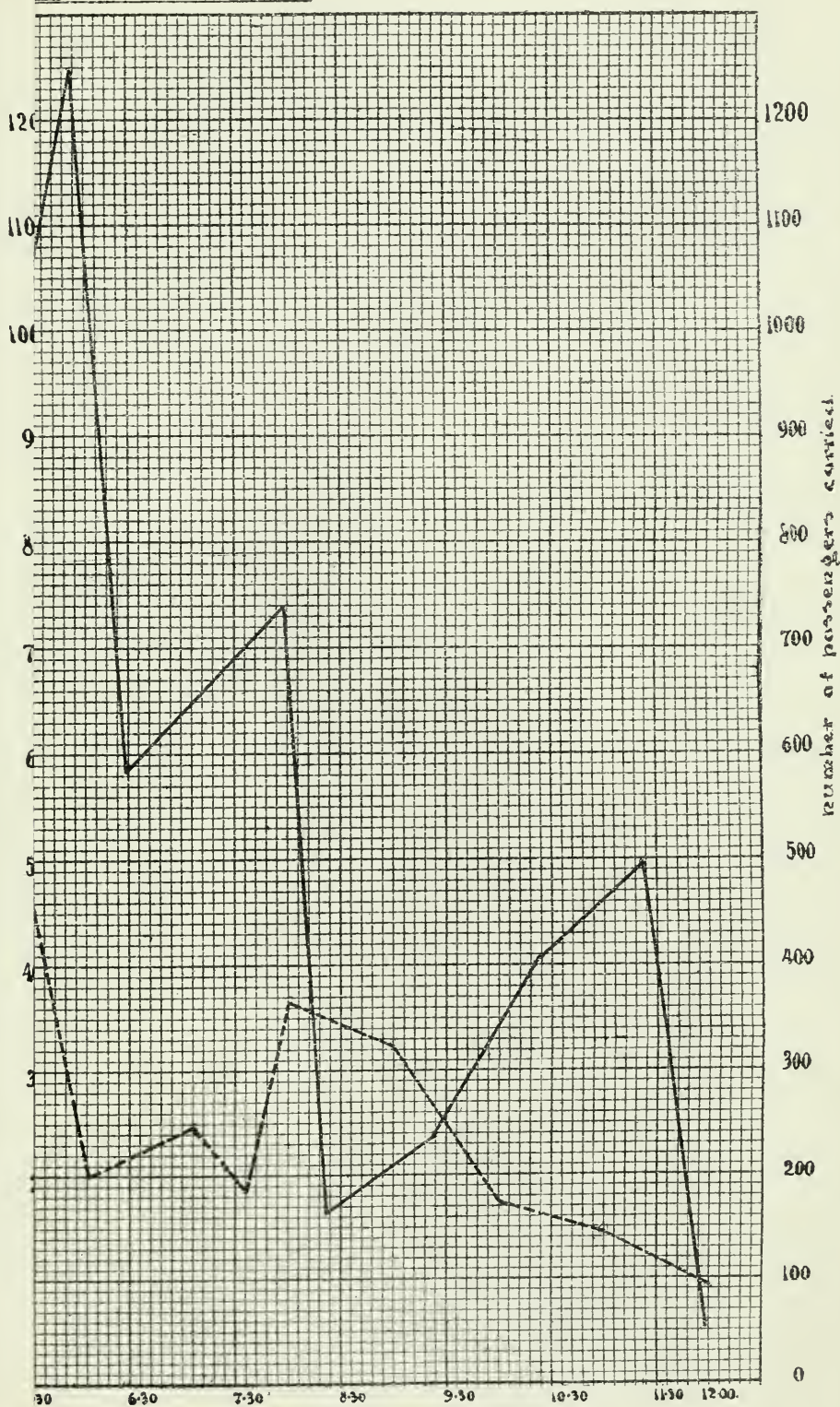


DIAGRAM SHEWING NUMBER OF PASSENGERS CARRIED ON THE TORONTO STREET RAILWAY BETWEEN THE HOURS 5.30 a.m. & 12 p.m. Jan 31st 1906.



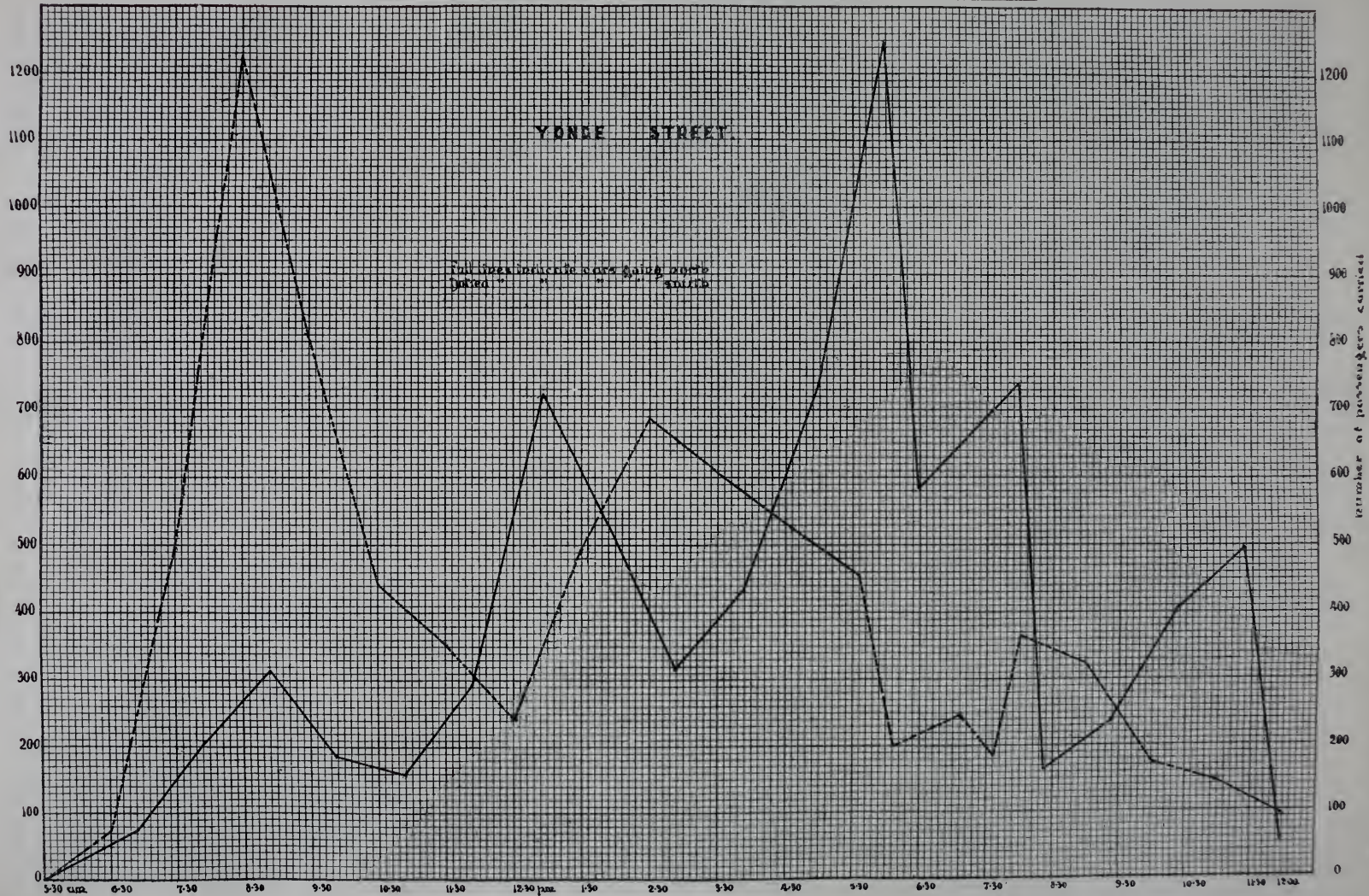
City Engineer's Office Mar. 27th 1906

ONTO STREET



City Engineer's Office, Toronto Mar. 27th 1906.

DIAGRAM SHEWING NUMBER OF PASSENGERS CARRIED ON THE TORONTO STREET
RAILWAY BETWEEN THE HOURS 5:30 a.m. & 12 p.m. JAN. 31ST 1906



City Engineers Office, Toronto Mar. 27th 1906.

GULLY CLEANING.

On the first of August the work of cleaning the gullies was handed over to this Department, and was carried on systematically until the winter set in. The gullies on all the streets were cleaned at least once; those on streets with asphalt and brick pavements, twice; while those on King, Queen, Yonge and other down-town streets were cleaned several times.

STREET RAILWAY MATTERS.

During the year a daily record of the service, furnished by the Toronto Railway Company, was taken and a weekly report made to the Board of Control and the City Solicitor.

During the year the Company have put in service a number of 40-foot, double-truck, convertible cars and, I understand, they have more in course of construction.

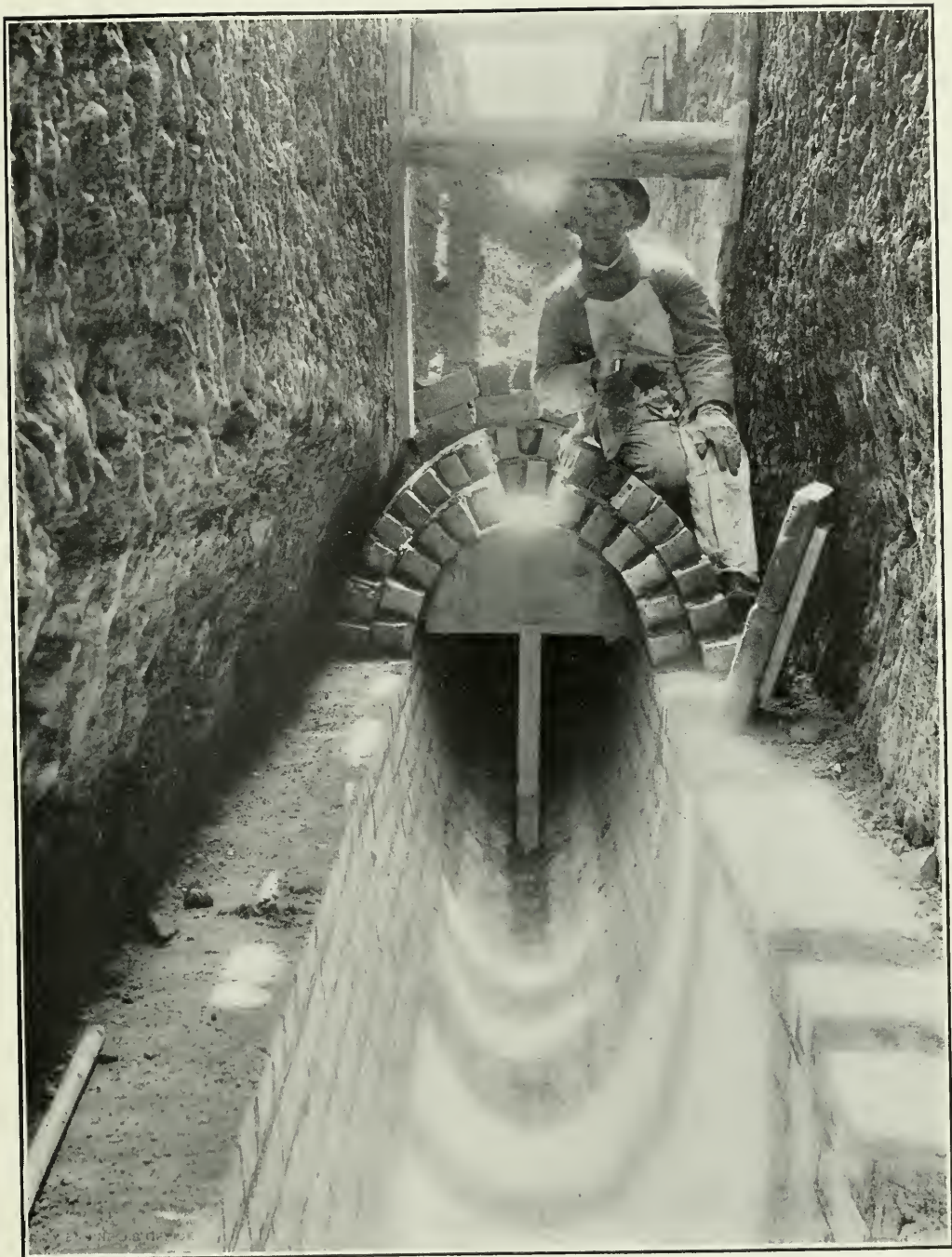
They have also equipped most of their cars with air brakes, necessitating the erection of compressed air plants at the several car barns for charging these brakes.

BELL TELEPHONE COMPANY'S CONDUITS.

Underground conduits were laid by the Bell Telephone Company on the following sections of streets:

| Street. | From. | To. | Lineal Feet. | No. of Ducts. | Total No. of Feet. |
|-------------------|----------------|------------------|--------------|------------------|-----------------------|
| | | | Ft. In. | | |
| Peter | Adelaide | Queen | 718 | 9 | 6,462 |
| | | | 123 | 1 | 123 |
| Victoria | Queen | Wilton | 1,239 | 6 | 7,432 |
| | | | 386 | 2 | 772 |
| Soho | Queen | Phoebe | 98 | 11 | 1,078 |
| | | | 176 | 9 | 1,584 |
| | | | 262 | 8 | 2,096 |
| | | | 31 | 2 | 62 |
| Phoebe | Soho | Huron | 251 | 8 | 2,008 |
| Huron | Phoebe | Sullivan | 279 | 8 | 2,232 |
| | | | 100 | 12 | 1,200 |
| | | | 70 | 2 | 140 |
| | | | 20 | 3 | 60 |
| | | | 67 | 2 | 134 |
| Ontario | Duchess | Wilton | 1,840 | 9 | 16,560 |
| | | | 429 | 2 | 858 |
| | | | 65 | 4 | 260 |
| Queen | Simcoe | William | 274 | 6 | 1,644 |
| William | Queen | Anderson | 1,500 | 6 | 9,000 |
| Duchess | George | Ontario | 1,339 | 12 | 16,068 |
| | | | 87 | 2 | 174 |
| | | | 25 | 4 | 100 |
| Ontario | Duchess | Wilton | 1,840 | 9 | 16,560 |
| | | | 50 | 4 | 200 |
| | | | 425 | 2 | 850 |
| Avenue Rd | Bloor | Bernard | 1,181 6 | 8 | 9,452 |
| | | | 780 | 6 | 4,680 |
| | | | 532 | 2 | 1,064 |
| Brock | Queen | College | 2,861 9 | 8 | 22,894 |
| | | | 788 6 | 6 | 4,731 |
| Lamport | Crescent Rd .. | 380 ft. north .. | 380 | 1 | 380 |
| College | Brock .. | Shaw | 4,333 6 | 6 | 26,001 |
| | | | 1,143 | 2 | 2,286 |
| Walmer Rd | Bloor | 151 ft. north .. | 151 | 2 | 302 |
| Washington | Washington ... | Lane | 145 | 2 | 290 |
| York | York | Lane west | 163 6 | 2 | 327 |
| Bay Street branch | ..... | ..... | 142 | 4 | 568 |
| | | | 20 | 2 | 40 |
| | | | 24,315 9 | | 160,674 |

This work was commenced on the 26th April, and completed on November 8th.



AVENUE ROAD SEWER—INVERT AND CROWN

TORONTO ELECTRIC LIGHT CO.'S CONDUITS.

Underground conduits were laid by the Toronto Electric Light Company on the following sections of streets:

| Street. | From. | To. | Lineal Feet. | No. of Tiles. | Total No. of Feet. |
|------------------|----------------|-----------------|--------------|---------------|--------------------|
| | | | Ft. In. | | |
| Wellington..... | Jordan | York | 1,319 | 24 | 31,656 |
| Shaw..... | Defoe | Queen | 720 | 12 | 8,640 |
| Queen West | Shaw | Gladstone | 2,976 6 | 12 | 35,718 |
| Gladstone. | Queen | North | 304 6 | 12 | 3,654 |
| Front | Church | Jarvis | 690 | 18 | 12,420 |
| Wilton Ave..... | Victoria | Church | 651 | 12 | 7,812 |
| | | | 6,660 | | 99,900 |

This work was commenced on the 12th of April, and completed on the 1st of November.

DAY LABOR WORK.

Table No. 2 gives a list of twenty-two sewers constructed by day labor. In nine of these the City Engineer's tender was lower than the next lowest contractor's tender. A profit is shown on all, except in the case of the sewer on Sterling Road, where quicksand was encountered and the work had to be carried out during an unusually severe winter with the frost several feet down in the ground. If we deduct our loss on this work from the gain on the other eight, we show a saving to the City of \$1,442.51, added to which should be the extra cost of inspection entailed had these sewers been constructed by contract.

This table also shows the length, size, the amount of the City's tender, the next lowest contractor's tender, the actual cost of the work, etc.

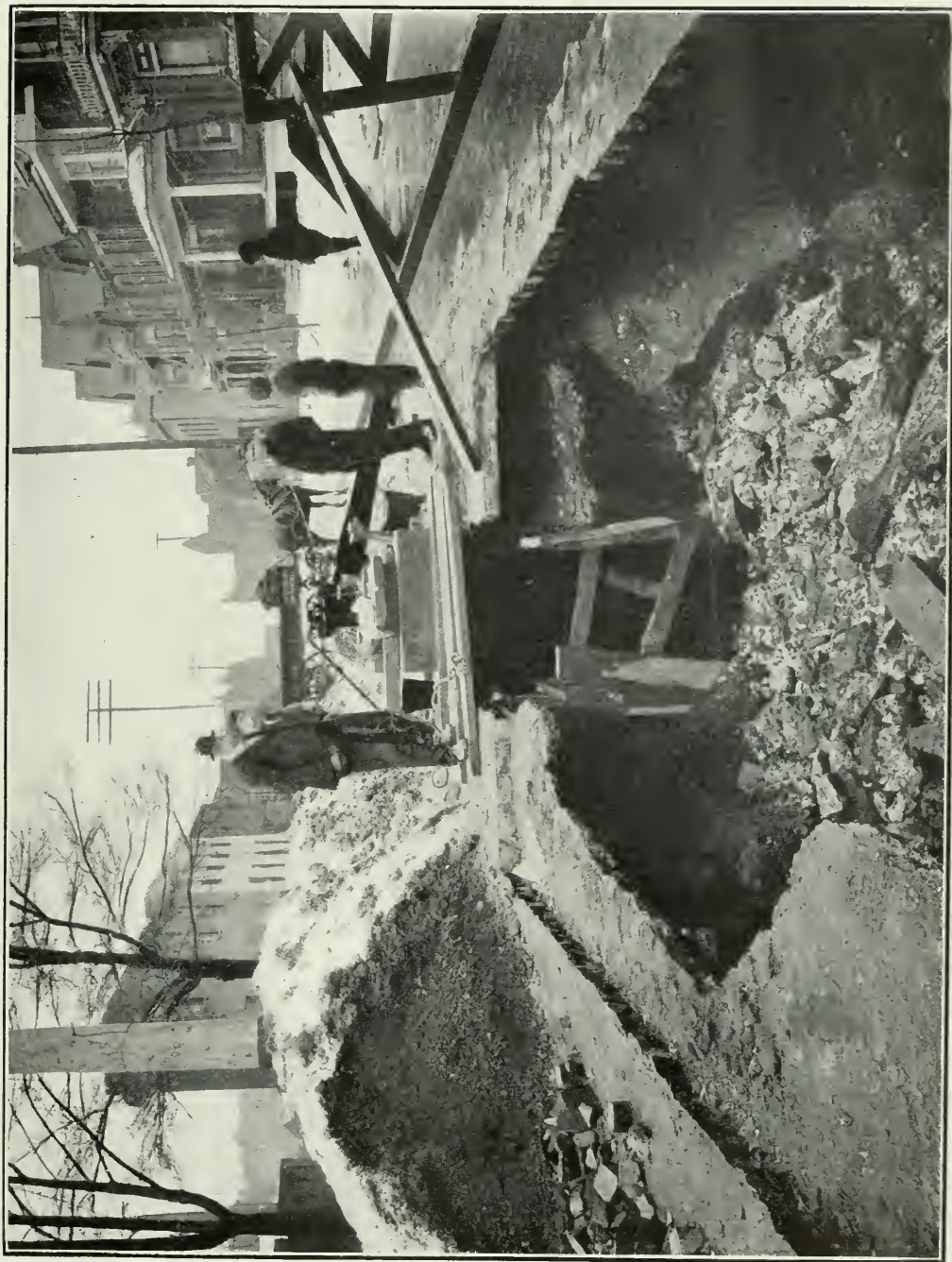
Table No. 1 gives a list of all the streets upon which sewers were constructed during the year.

Respectfully submitted,

J. D. SHIELDS,
Assistant Engineer.

TABLE No. 2.
SHOWING THE COST OF SEWERS CONSTRUCTED BY DAY LABOR DURING THE YEAR 1905.

| Street. | From. | To. | Size | Description. | Length. ft. in. | City's Tender | Next Lowest Tender. | Total cost of work exclusive of interest on money. | Difference between actual cost and lowest contractor's Tender. | |
|------------------------------|--|----------------------------|--------|--------------|--------------------|---------------|---------------------|--|--|----------|
| | | | | | | | | | Loss. | Gain. |
| | | | | | | | | | \$ c. | \$ c. |
| Don Esplanade, | 315 ft. n. of Eastern Ave. | 125 ft. further n. | 12 in. | Tile Pipe | 236 6 | \$ 497 00 | No tender. | \$ 404 84 | | |
| Paton Rd | Lansdowne Ave | 529 ft. west. | 12 " | " | 570 .. | No tender. | " | 1,024 28 | | |
| Morley Ave | Queen | Ashbridge's Bay. | 12 " | " | 771 6 | 1,356 00 | " | 1,220 11 | | |
| Princess | Front | King | 12 " | " | 290 .. | 546 00 | " | 487 11 | | |
| Lane off Claremont | Claremont | 127 ft. east. | 12 " | " | 160 .. | 599 00 | \$ 336 00 | 253 92 | | 82 08 |
| Virgins & Turn's L. | King | South end | 12 " | " | 305 .. | 530 00 | 543 00 | 444 19 | | 98 81 |
| Sparkhall | Roadview | 380 ft. east. | 12 " | " | 428 8 | 758 00 | 869 00 | 431 40 | | 437 60 |
| Cottingham | Avenue Rd. | 633 ft. east. | 12 " | " | 674 .. | 1,182 00 | 1,219 00 | 929 22 | | 289 78 |
| Chestnut Park Road | Extension | | 12 " | " | 196 .. | No tender. | No tender. | 429 25 | | |
| Queen. | 150 ft. w. of centre line of Morley Ave | 200 ft. e. of centre | 12 " | " | 367 .. | 582 00 | 618 00 | 383 96 | | 234 04 |
| Exhibition | Centre of w. s. of Lake | | 9 " | " | 346 .. | No tender. | No tender. | 307 47 | | |
| Exhibition | Man'fact'g Bldg. Centre of e. s. of Man'fact'g Bldg. | Lake | 9 " | " | 566 .. | " | " | 546 70 | | |
| Gladstone | College | 150 ft. north | 12 " | " | 183 .. | 280 00 | 289 00 | 185 11 | | 103 89 |
| Gladstone | 168 ft. s. of College | 140 ft. further s. | 12 " | " | 140 .. | 253 00 | 273 00 | 192 69 | | 80 31 |
| Milliecent | Dufferin | West end | 15 " | " | 1,293.. | 2,495 00 | 2,643 60 | 2,054 63 | | 588 37 |
| Chestnut Park Road | Extension | | 12 " | " | 450 .. | No tender. | No tender. | 620 37 | | |
| Morrow Ave | Dundas | 205 ft. north | 12 " | " | 241 6 | " | " | 292 63 | | |
| Salisbury | 193 ft. w. of S'ville | 90 ft. further w. | 9 " | " | 90 .. | " | " | 112 66 | | |
| Chestnut | Queen | Armouries | 12 " | " | | In progress | | | | |
| Stirling Rd | | | 15 " | " | 1,469.. | 3,883 00 | 4,781 00 | 4,308 63 | | |
| Queen | Kew B'ch F. Hall | Kippendavie | 9 " | " | 288 .. | No tender. | | 291 32 | | |
| | | | | | | | | 472 37 | | 1,914 88 |



BREAK IN SEWER, ROBERT STREET

REPAIRS AND MAINTENANCE OF BRIDGES, WHARVES, Etc.

CITY ENGINEER'S DEPARTMENT,

Toronto, December 31st, 1905.

MR. C. H. RUST,
City Engineer.

DEAR SIR:

Herewith I submit a statement of work done during the year:

CHERRY STREET BRIDGE.—The cribwork carrying this bridge is constantly moving, which necessitates an adjustment of gearing whenever it is required to be opened. A new wearing course has been placed on the deck, and other repairs.

EASTERN AVENUE BRIDGE.—A new wearing course has been put on the deck and some repairs done to fences and railings.

BINSARTH AVENUE BRIDGE.—Two old wearing courses were stripped off this bridge and a new one put on, the handrailing was repaired and stayed in several places.

RIVERDALE PARK BRIDGE.—This bridge shows considerable decay, so that it is rendered unsafe. A wood trestle has been placed in the centre of channel and while that remains it may be considered safe. A new steel structure ought to be provided at once to take its place. The present piling abutments will carry a steel structure for some time.

GERRARD STREET BRIDGE.—The entire deck of this bridge, including stringers, are in a very bad condition, and must be renewed this season. It is only by constant vigilance during the past year that serious accidents have been averted.

YORK STREET BRIDGE.—Some repairs have been done to the sidewalks where needed.

HUMBER RIVER BRIDGE.—The deck on this bridge is wearing well, only about two-thirds was worn through and this was renewed. The traffic here is very heavy.

LAMB'S BRIDGE.—General repairs were made to the deck and handrailing. The gear requires frequent adjustment.

SHAW STREET BRIDGE.—This bridge is in a very decayed state and should be replaced by a steel structure. Some repairs were done to bents and handrailing and a new wearing course was put on. Unless a new bridge is contemplated during the coming year some considerable repairs and renewals must be made to bents and stringers.

CRAWFORD STREET BRIDGE.—Some considerable patching has been done to the deck planks of this bridge, but unless a new bridge is contemplated during the coming year, the bents, sills and stringers must have some considerable repairs or renewals.

STRACHAN AVENUE BRIDGES.—During the past year an entirely new wearing course has been put on these bridges, but on thorough examination I find the bents and sills will require a large amount of repairs in the coming season.

DUNDAS STREET BRIDGES.—The sidewalks of this bridge were entirely renewed, and some patching done to roadway planks. A new wearing course must be put on during the coming year. A new stairway was built on the north side for access to cottage.

SHERBOURNE STREET BRIDGE.—Some considerable repairs were made to deck planking, but during the coming season it will require an entirely new wearing course.

DUPONT STREET CULVERT.—This culvert should be entirely rebuilt. Since the street cars passed over it it is very much shaken. I think the better way would be to lay a 5 or 6-foot steel cylinder in the bed of the stream and cover it for about 18 inches with concrete, then fill to the roadway. New railings and cross-stays have been put in to give it temporary support.

ISLAND BRIDGES AND DOCKS.

The deck on the west side of the Island Park wharf, including the major portion of the joists and stays, has been removed and replaced with new lumber; the walings and snubbing posts repaired and renewed where necessary, and rebolted.

A new wharf has been erected near the iron bridge to accommodate the delivery and collection of freight, and has been connected with the sidewalk.

A new wharf has been erected near the Sick Children's Hospital to accommodate the residents on that part of the Island, and for the convenience of the Hospital during the summer.

The foot bridge at Clandeboye Avenue has been repaired.

The foot bridge at Chippewa Avenue has been widened so as to accommodate fire hose reels, and repaired.

A new shelter at the Island Park wharf has been designed and erected (the contract was awarded to Mr. Peter Arnott), at a cost of \$2,654. This is to replace the present shelter, and is divided into two portions, longitudinally, for the use of the Ferry Company's passengers and for a shelter for the public visiting the Park. The space covered is 112 feet x 42 feet.

Twenty new seats were made and fixed on posts along the lake shore where directed.

ESPLANADE AND CITY DOCKS.

The planking at the south end of the Yonge Street dock has been repaired and renewed where necessary, and the snubbing posts restayed and bolted.

The planking around the gateways to Geddes' wharf and at the entrance to the Ferry Company's wharf has been repaired and much of it renewed.

The planking on the roadway, from Harbour Street to Lake Street, wants constant attention. A large portion was renewed and some taken up and relaid. I think this plank road, which needs constant repairs, should be made into a good macadam road.

At the Turbinia landing, after the warehouse was built, the floor was too high for the wharf, so the wharf deck was taken up and relaid at required level and brought close to the warehouse.

Some slight repairs were done at the Brock Street wharf, but only such as to make it safe.

LIFE SAVING STATIONS.

All the various stations have been provided with the necessary appliances, all of which have been regularly and systematically visited.

and any of the appliances that were damaged or missing, were at once replaced and a careful search made for missing one, often with success. It is necessary that these stations be extended in their usefulness by any new device that may be secured. Six improved grapnells have been purchased and placed in offices or warehouses. These are for use only near the docks. I am of opinion that all along our wharves should be placed loop chains within reach of anyone falling into the docks, with short, permanent ladders at intervals. A lifeboat station should also be established at some central point, and a boat or boats ready at all times to patrol the bay and Island waters. This boat or launch would enable the inspector to visit the stations much more frequently and rapidly.

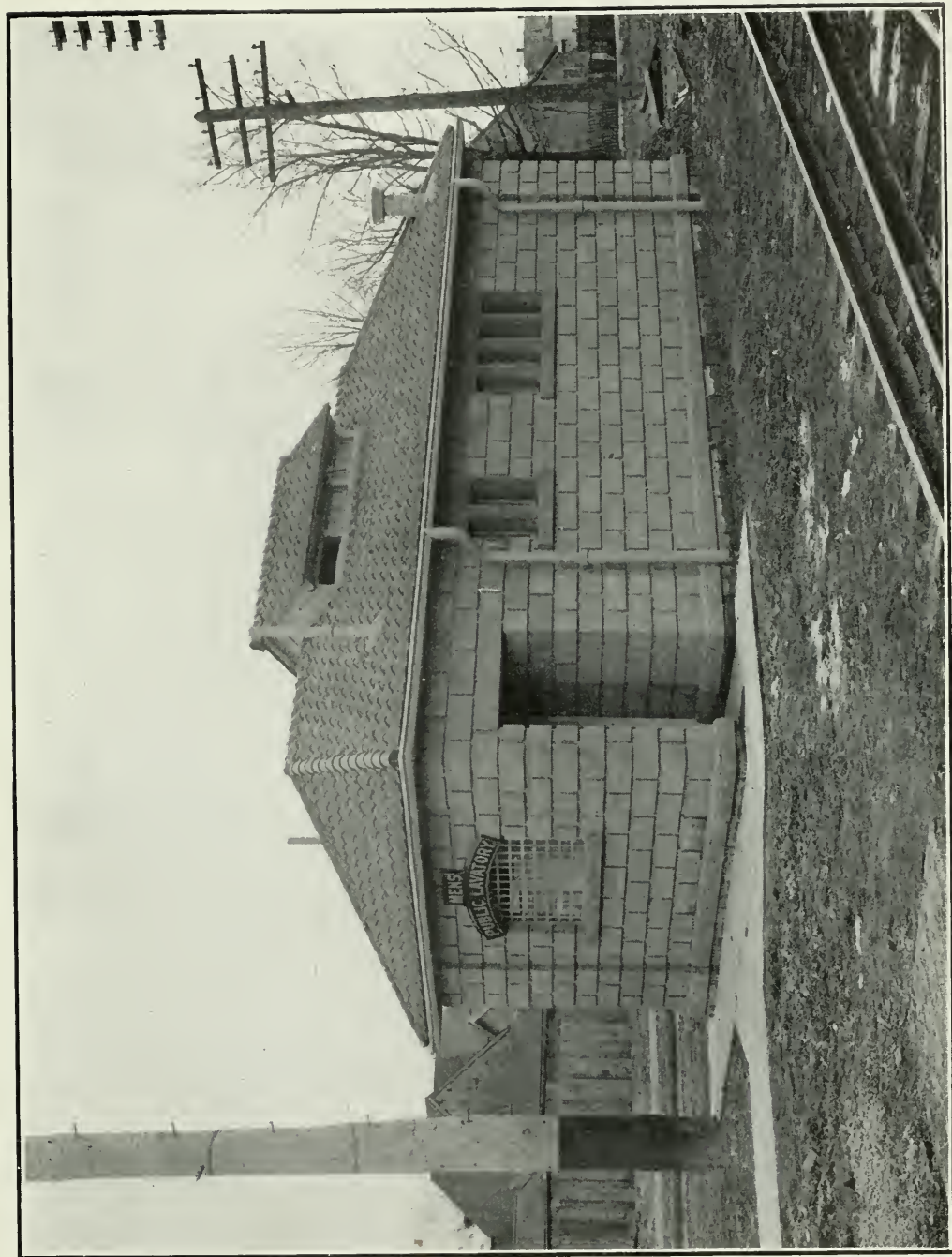
FREE BATHING STATIONS.

The public, during the last year or two, have taken much greater interest in these bathing stations.* I think the present temporary shelters we erect from time to time should be made permanent. I refer more directly to those on Fisherman's Island, and on the Western Sand Bar. The station at Sunnyside is very much congested, especially on the boys' side, and I hope we shall be able to use, during the coming season, some 80 or 100 feet of the land east of the present location. Some new bathing houses, fences and shelters will be required. The caretakers at this station I consider very much underpaid, the hours being usually from about 6.30 a.m. until 9 or 10 o'clock p.m., and I am convinced it would be only just to them to make their remuneration somewhat larger. The possibilities of this station are very large if suitable buildings were erected.

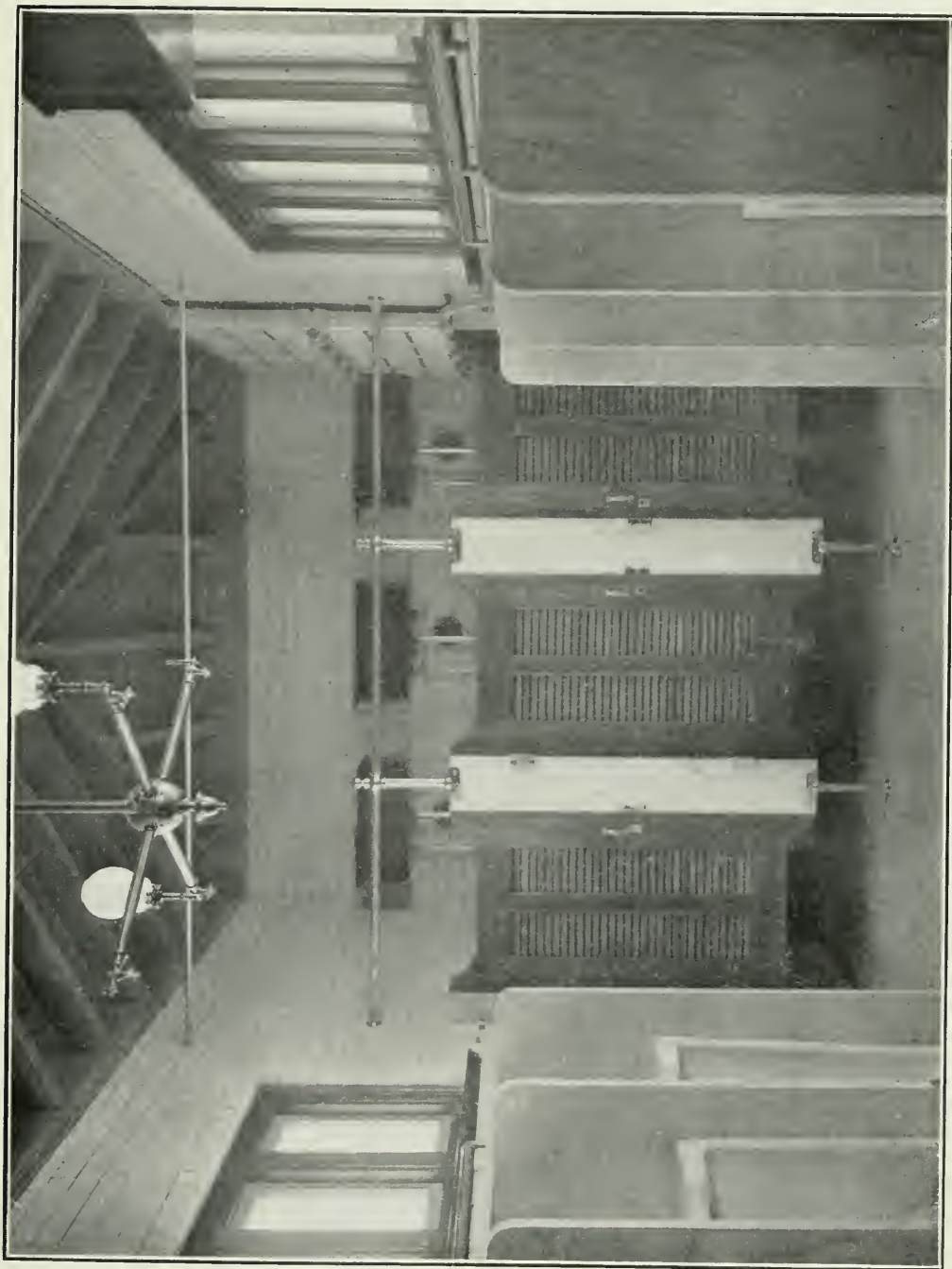
PUBLIC CONVENIENCES.

Two of these have been or are in course of erection, the one at Yonge and Cottingham Streets was opened to the public on January the 24th, and is very well patronized and very much appreciated, some 280 to 300 people using it every day. The one at Queen Street and Spadina Avenue is not yet completed. So well pleased are the public

* During the season, extending from the 1st July to 1st September, there were 159,208 persons availed themselves of these bathing privileges—and as the Sunnyside station is kept open for 6 weeks longer and the Don station 2 weeks longer, this number was increased to 178,593 for the summer, as per attached tabular statement.



EXTERIOR OF MEN'S LAVATORY, YONGE AND COTTINGHAM STREETS



INTERIOR OF MEN'S LAVATORY, YONGE AND COTTINGHAM STREETS

with these conveniences that I am convinced that many more should be erected, and not only for men but some such conveniences should be provided for women.

MAIN PUMPING STATION.

A steel and concrete floor has been designed for the new engine house floor. A portion of it has been placed and finished, but that part around the engine is not yet put in, the stairway to basement also is not yet in place.

| Bathers during Season 1905. | May 24th to July 1st. | July 1st to Sept. 1st. | Sept. 1st to close. | |
|-----------------------------------|-----------------------------|---------------------------|------------------------|---------|
| Sunnyside.....Boys | 2,903 | 50,128 | 8,500 | |
| ".....Girls | 777 | 17,179 | 1,250 | |
| Western Sand Bar.....Boys | | 24,572 | 1,405 | |
| Fisherman's Island, by boat....." | | 10,731 | 555 | |
| ".....by land....." | | 7,041 | 453 | |
| ".....Girls | | 3,369 | 275 | |
| Don River.....Boys | | 26,027 | 2,461 | |
| Woodbine Avenue....." | | 20,161 | 806 | |
| | 3,680 | 159,208 | 15,705 | 178,593 |

DETAILS OF COST DURING SEASON 1905.

| Bridge, Etc. | Nails. | Tools. | Paint. | Sun- dries. | Lumber. | Labor. | Total. |
|------------------------|--------|--------|--------|----------------|---------|--------|----------|
| | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. |
| Cherry St. Bridge..... | | | | | 103 54 | 253 31 | 356 85 |
| Eastern Ave. "..... | 2 10 | | | | 129 00 | 104 80 | 233 80 |
| Binscarth Rd. "..... | | | | | 137 60 | 174 50 | 312 10 |
| Riverdale Pk. "..... | 16 74 | 2 75 | 3 91 | | 60 89 | 189 36 | 273 65 |
| Gerrard St. "..... | 17 05 | 90 | | 1 99 | 390 55 | 371 80 | 782 29 |
| York St. "..... | | | 634 14 | | | 11 90 | 648 04 |
| Humber River "..... | 6 44 | | | | 161 00 | 71 40 | 238 95 |
| Lamb's "..... | | | | 2 35 | | 236 30 | 238 65 |
| Shaw St. "..... | 8 40 | 8 95 | | | 708 55 | 339 66 | 1,065 56 |
| Crawford St. "..... | 6 30 | | | | | 10 60 | 16 90 |
| Strachan Ave. "..... | 10 50 | | | 3 75 | 292 17 | 211 35 | 517 77 |
| Dundas St. "..... | 38 80 | | | 2 60 | 300 55 | 613 30 | 955 25 |
| Sherbourne St "..... | 4 20 | | | | | 128 30 | 132 50 |
| Culverts, Dupont..... | | | | | | 17 40 | 17 40 |
| Queen St. Subway..... | | | | | | 7 50 | 7 50 |
| | | | | | | | 5,797 21 |

DOCKS, WHARVES, ISLAND LIFE SAVING, FREE BATHING.

| | | | | | | | |
|-----------------------------|-------|-------|-------|----------|----------|----------|-------------------|
| Island Bridges and Wharves. | 34 63 | ..... | ..... | 224 84 | 1,126 54 | 829 45 | 2,215 46 |
| Esplanade and City Docks. | 98 61 | 22 28 | ..... | ..... | 1,362 83 | 1,307 85 | 2,791 57 |
| Life Saving Stat'ns. | 5 72 | ..... | ..... | 169 22 | 306 46 | 542 48 | 1,023 88 |
| Free Bath'ng Stat'ns | 3 79 | ..... | 3 60 | 1,137 87 | 83 68 | 1,275 06 | 2,504 00 |
| Public Convenience's | ..... | ..... | ..... | ..... | ..... | 375 00 | 375 00 |
| | | | | | | | <u>\$8,909 91</u> |

Respectfully submitted,

JOHN WILLIAMS,
Assistant Engineer.

WATER WORKS.

REPORT FOR THE YEAR ENDING DECEMBER 31st, 1905.

CITY ENGINEER'S OFFICE,
Toronto, December 31st, 1905.

FINANCIAL.

The total expenditure for the year of the portion of the Water Works Department which is under the control of the City Engineer, amounted to \$662,380.11, divided as follows :

| | |
|--|--------------|
| Maintenance | \$171,476 90 |
| Construction | 46,670 40 |
| Renewals | 9,709 67 |
| Special Work | 385,163 37 |
| Revenue Mains | 31,377 71 |
| Personal and Departmental Accounts.... | 17,982 06 |

The expenditure of the Revenue and Collection Branch, under the control of the City Treasurer, amounted to \$28,547.20.

DISTRIBUTION.

The total length of mains laid during the year is $74,169\frac{3}{4}$ feet, divided as follows :

| | |
|----------------------|--------------------------------|
| 16,445 $\frac{1}{4}$ | feet of 36-in. cast iron main. |
| 6,130 | " 24-in. " |
| 2,248 $\frac{1}{2}$ | " 16-in. " |
| 10,832 $\frac{1}{2}$ | " 12-in. " |
| *1,353 $\frac{1}{2}$ | " 8-in. " |
| 36,512 | " 6-in. " |
| 648 | " 4-in. " |

* Taken over by the City from the Upper Canada College.

At the end of the year, the total length of mains in use was 286.619 miles.

STOP VALVES.

125 Stop Valves were placed in position during the year, making a total in use of 2,586 stop valves and 71 check valves.

SERVICES.

3,185 Services were laid during the year.

LEAKS ON MAINS.

The average cost of repairs to leaks on mains, exclusive of repairs to asphalt pavement, was \$7.62 per leak, and the average number of leaks per mile of distribution 0.64, the average cost per mile of main being \$4.90.

RESERVOIR.

The average depth of water in the Reservoir during the year was 15 feet 1 inch, which represents 20,957,083 gallons. We were unable to empty the Reservoir during the year for cleaning purposes owing to the difficulty of keeping up the supply of water and pressure in the mains.

MAIN PUMPING STATION.

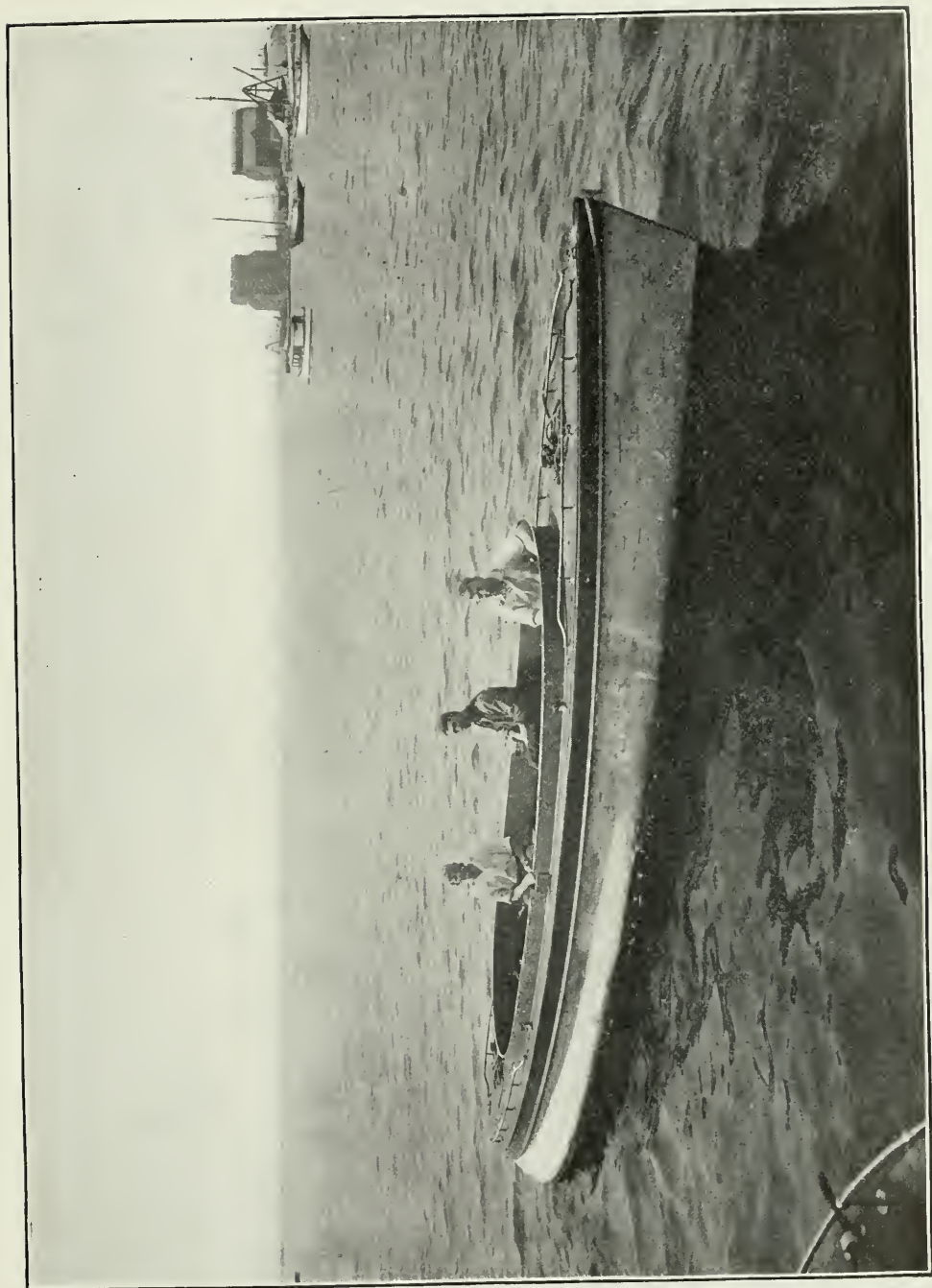
During the year, the average daily consumption was 25,044,681 gallons.

For complete details regarding Water Works matters, reference should be had to the report of the Deputy City Engineer, which follows.

Respectfully submitted,

C. H. RUST,

*City Engineer, and Chief Engineer and
Manager of the Water Works.*



CITY LAUNCH

Report of Assistant Engineer in Charge of Water Works.

CITY ENGINEER'S DEPARTMENT,

Toronto, December 31st, 1905.

MR. C. H. RUST,

City Engineer.

DEAR SIR,—I herewith submit the Annual Report of this Department for the year ending December 31st, 1905:

DISTRIBUTION.

74,169 $\frac{3}{4}$ feet of mains have been laid this year, consisting of:

16,445 $\frac{1}{4}$ feet of 36-inch cast iron main.

| | | | |
|----------------------|---|---------|---|
| 6,130 | " | 24-inch | " |
| 2,248 $\frac{1}{2}$ | " | 16-inch | " |
| 10,832 $\frac{1}{2}$ | " | 12-inch | " |
| *1,353 $\frac{1}{2}$ | " | 8-inch | " |
| 36,512 | " | 6-inch | " |
| 648 | " | 4-inch | " |

74,169 $\frac{3}{4}$ feet.

At the end of the year the total length of mains in use was 286.619 miles.

STOP VALVES.

The number of valves placed in position is as follows:

| | | |
|----|---------|--------------|
| 9 | 36-inch | stop valves. |
| 5 | 24-inch | " |
| 1 | 20-inch | " |
| 5 | 16-inch | " |
| 25 | 12-inch | " |
| 2 | 8-inch | " |
| 73 | 6-inch | " |
| 4 | 4-inch | " |
| 1 | 3-inch | " |

There were placed in position one 6-inch check valve, making a total in use of 71 check valves.

* Taken over by the City from the Upper Canada College.

HYDRANTS.

Fire hydrants to the number of one hundred and thirty-three have been placed on the streets during the year, consisting of one 4-way, fifty-five 3-way and seventy-seven 2-way hydrants.

In addition fifty-seven 2-way hydrants have been replaced by 3-way hydrants. Two private 2-way hydrants were placed on the General Hospital main.

One 3-way hydrant and four 2-way hydrants were removed from off the streets, leaving a total of 3,335 hydrants in use.

HOUSE SERVICES.

The total number of services laid this year was 3,185, an increase of 56 per cent. over the number laid last year.

LEAKS ON MAINS.

The following leaks on mains were repaired during the year:

| | |
|----|------------------|
| 2 | on 36-inch main. |
| 1 | " 30-inch " |
| 6 | " 24-inch " |
| 2 | " 20-inch " |
| 70 | " 12-inch " |
| 3 | " 10-inch " |
| 2 | " 8-inch " |
| 94 | " 6-inch " |
| 4 | " 4-inch " |

184 of all sizes.

The cost of repairs, exclusive of repairs to asphalt pavements, was \$1,402.32, including material used, or an average cost of \$7.62 per leak.

The average number of leaks per mile of distribution is 0.64, and the average cost per mile, \$4.90.

STORE HOUSE.

The stock on hand at the end of the year has been checked and found correct.

STABLES.

The cost of running this branch for the year was \$6,547. This includes feed, veterinary surgeon, repairs to waggons, harness, etc.

METER AND MACHINE SHOP.

The following work has been performed:

METER, MACHINE AND BLACKSMITH SHOPS.

General repairs have been done for Main, High Level and Island Pumping Stations, City Hall boiler room, sand pump, City tug, reservoir fountains, and all tools necessary for house services, pipe laying, Sewer Department and stop cock keys.

One hundred and twenty-three services have been cut in mains with the tapping machine.

43 valves and 18 drinking taps were placed on the Island in the spring and taken off in the fall.

78 fountains were connected in the spring and disconnected in the fall.

METERS.

REBUILT IN SHOP.

| $\frac{5}{8}$ -inch | $\frac{3}{4}$ -inch | 1-inch | 2-inch | 3-inch | 4-inch | |
|---------------------|---------------------|--------|--------|--------|--------|------------|
| 102 | 67 | 24 | 12 | 5 | 4 | 214 total. |

TAKEN OFF FOR REPAIRS AND REPLACED.

| $\frac{5}{8}$ -inch | $\frac{3}{4}$ -inch | 1-inch | $1\frac{1}{2}$ -inch | 2-inch | 3-inch | 4-inch | 6-inch | |
|---------------------|---------------------|--------|----------------------|--------|--------|--------|--------|------------|
| 103 | 59 | 34 | 19 | 21 | 8 | 8 | 1 | 253 total. |

NEW METERS INSTALLED.

| $\frac{5}{8}$ -inch | $\frac{3}{4}$ -inch | 1-inch | $1\frac{1}{2}$ -inch | 2-inch | 3-inch | 4-inch | 6-inch | |
|---------------------|---------------------|--------|----------------------|--------|--------|--------|--------|------------|
| 94 | 57 | 38 | 5 | 52 | 27 | 14 | 9 | 296 total. |

103 new meter boxes have been put in.

BLACKSMITH SHOP.

General repairs have been done for the various City departments, as well as tools made for same, and 3,265 stop-cock rods have been turned out.

HYDRANT AND VALVE DEPARTMENT.

NUMBER OF VALVES TESTED FOR TAPPING MACHINE.

| 3-inch | 4-inch | 6-inch | 8-inch | 12-inch | |
|--------|--------|--------|--------|---------|-----------|
| 12 | 40 | 43 | 4 | 4 | 103 total |

NUMBER OF STANDARD STREET VALVES TESTED.

| | | | | | | | | |
|---------------------|---------------------|---------------------|--------|--------|--------|--------|---------|-------------|
| $\frac{3}{8}$ -inch | $\frac{1}{2}$ -inch | $\frac{3}{4}$ -inch | 1-inch | 2-inch | 4-inch | 6-inch | 12-inch | |
| 6 | 24 | 12 | 12 | 84 | 66 | 125 | 24... | .353 total. |

BRASS WORK TESTED.

Double Cocks.

| | | |
|---|---|------------|
| $\frac{5}{8}$ -inch x $\frac{1}{2}$ -inch x $\frac{1}{2}$ -inch | $\frac{5}{8}$ -inch x $\frac{3}{4}$ -inch x $\frac{7}{8}$ -inch | |
| 593 | 269..... | 862 total. |

Single Cocks.

| | | | | | |
|---------------------|---------------------|---------------------|---------------------|--------|--------------|
| $\frac{3}{8}$ -inch | $\frac{5}{8}$ -inch | $\frac{1}{2}$ -inch | $\frac{3}{4}$ -inch | 1-inch | |
| 286 | 574 | 2,157 | 146 | 41.... | 3,204 total. |

Driving Nipples.

| | | | |
|---------------------|---------------------|---------------------|--------------|
| $\frac{1}{2}$ -inch | $\frac{3}{4}$ -inch | $\frac{5}{8}$ -inch | |
| 869 | 595 | 586 | 2,050 total. |

Screwed Nipples.

| | | | | |
|---------------------|---------------------|---------------------|---------|-------------|
| $\frac{3}{8}$ -inch | $\frac{1}{2}$ -inch | $\frac{3}{4}$ -inch | 1-inch | |
| 125 | 579 | 98 | 107.... | .909 total. |

Couplings.

| | | |
|---------------------|---------------------|-------------|
| $\frac{1}{2}$ -inch | $\frac{5}{8}$ -inch | |
| 359 | 228.... | .587 total. |

Curb Cocks.

| | | |
|--------|--------|------------|
| 1-inch | 2-inch | |
| 57 | 33.... | .90 total. |

| | |
|--|--------|
| Total number of brass pieces tested | 7,702 |
| Total number of hydrants tested | 206 |
| Number of by-passes fitted to 36-in. valves on new 36-in. main. | 6 |
| Number of hydrants inspected | 18,674 |
| “ “ thawed, P. P. & O. | 1,826 |
| “ “ set | 50 |
| “ “ set with bar and chain..... | 11 |
| “ new chain rings put on | 61 |
| “ “ leather valves | 86 |
| “ “ nozzles | 103 |
| “ “ cap leathers | 301 |

| | |
|------------------------------|-----|
| Number of new screws | 9 |
| " " joint rings | 169 |
| " " iron caps | 9 |
| " " brass packing nuts | 4 |
| " " jackets | 2 |
| " nozzles caulked | 178 |
| " hydrants plugged | 3 |
| " mains blown out | 26 |

RESERVOIR.

The average depth of water in the Reservoir for the year was 15 feet 1 inch, equal to an elevation of 211 feet 1 inch above zero level of Lake Ontario, and containing 20,957.083 gallons.

The lowest elevation of water was 206 feet 5 inches above zero in February, and the highest, 215 feet 9 inches, in November.

The Reservoir could not be spared for cleaning this year for the same reason as last year.

HIGH LEVEL PUMPING STATION.

1,471,413,966 gallons of water were repumped during the year. The daily average being 4,031,371 gallons per day.

Coal consumed amounted to $1,423\frac{1290}{2000}$ tons. The cost of running the station was \$11,659.86.

A contract has been let for the installation of a 6,000,000 vertical, triple expansion engine, also for the construction of an engine house capable of holding two such engines.

ISLAND PUMPING STATION.

Pumping at this Station commenced on the 24th April, and continued till the 1st of November, when Station was shut down for the season.

A contract was let to the Polson Company for the installation of a second boiler for this station.

The coal used was $125\frac{750}{2000}$ tons, and the cost of maintenance, including services, mains, hydrants and repairs, \$3,246.99.

MAIN PUMPING STATION.

The pumpage for the year was 9,174,732,461 imperial gallons; of this quantity—

| | |
|----------------------------------|---------------------------|
| Nos. 1 and 2 engines pumped..... | 1,861,541,927 gallons |
| Nos. 4 and 5 engines pumped..... | 6,826,915,490 gallons and |
| No. 6 engine pumped | 486,275,044 gallons. |

Coal consumed under boilers for No. 1 and 2 engines, 7,107 $\frac{115}{2000}$ tons.

Coal consumed under boilers for No. 4 and 5 engines, 9,606 $\frac{150}{2000}$ tons.

Coal consumed under boilers for No. 6 engine, 542 $\frac{830}{2000}$ tons.

For the year the average daily pumpage was 25,136,253 gallons.

The cost of operating the Station for the year was:

| | |
|--|-------------|
| For coal and cartage | \$49,644 31 |
| For wages, oil, waste and repairs..... | 39,785 35 |
| | <hr/> |
| | \$89,429 66 |

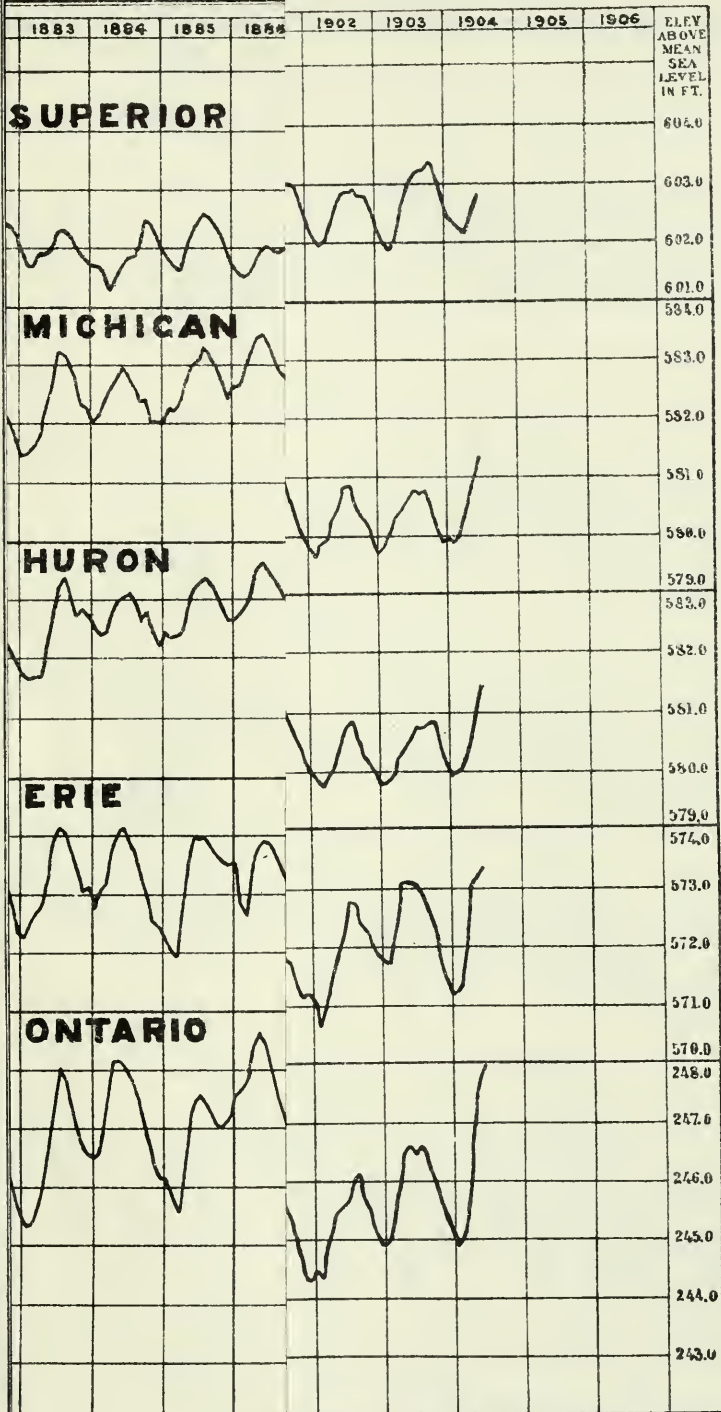
The new 15-million gallon vertical, triple expansion engine has been installed, and although still in the contractors' hands, is now pumping water into the system. The engine is a fine piece of workmanship, and gives every indication of being able to meet the contract requirements. It is a credit to the designers, the Allis-Chalmers Company, and to the constructors, the John Inglis Company of this City.

It is to be hoped that the Council can see its way to ordering another engine of similar capacity the coming year. While the average pumpage per day for the year was 25,136,253 gallons, yet during the busy hours of the day (between 9 in the morning and 4 in the afternoon), the pumpage runs up to over 30 millions, so that in order to keep up the pressure and the Reservoir, it is necessary to run No. 1 Worthington, No. 4 Blake, as well as No. 6, the new 15-million gallon engine. As the engines and boilers are all in separate engine and boiler rooms, three staffs of firemen and engineers have to be employed, when one would do if the 15-million gallon engine were duplicated. Considerable saving in coal and wages could be effected by such duplication.

SPECIAL MAINS.

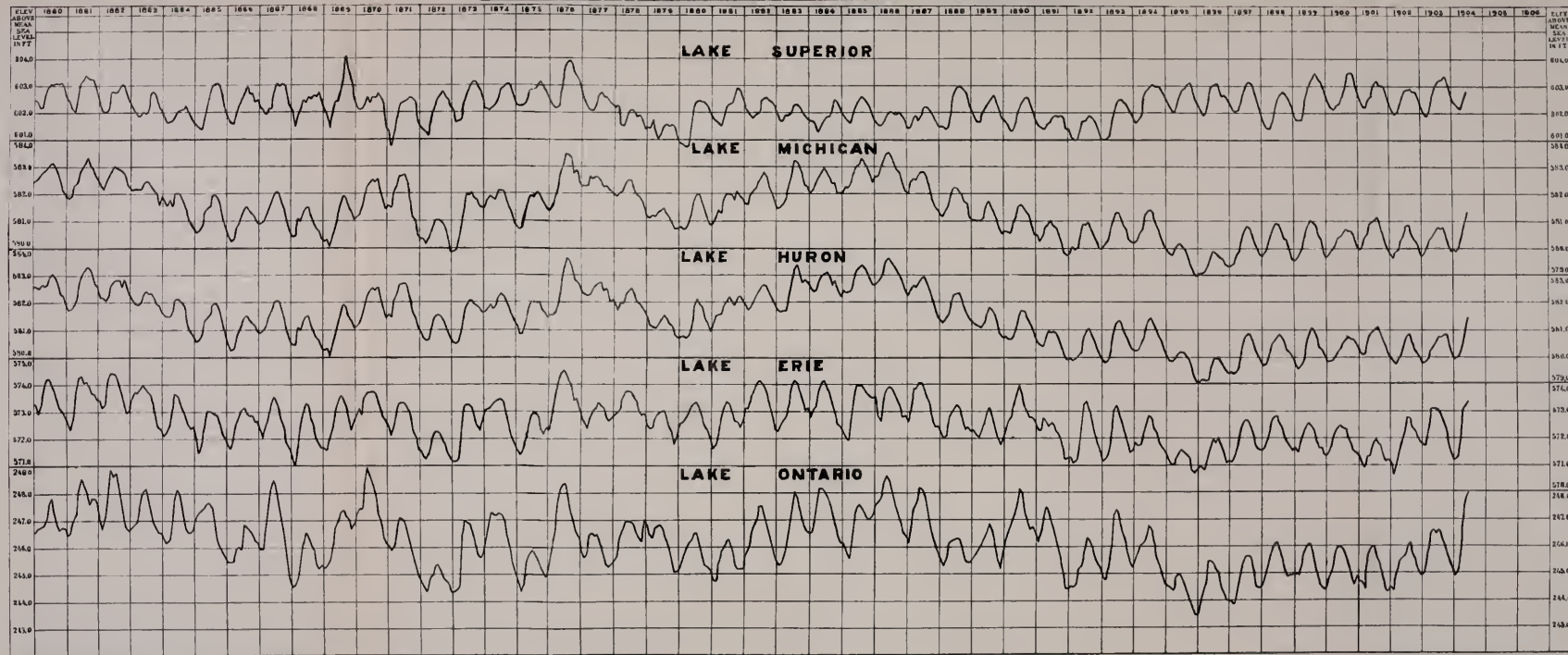
The 36-inch main, from corner of Bathurst and College Street to

S OF THE GREAT LA



RECORDS OF THE U.S. LAKE SURVEY
 OF ENGINEERS, U.S. ARMY IN CHARGE

MONTHLY MEAN WATER LEVELS OF THE GREAT LAKES 1860 vs 1904



The High Water of 1928 above mean sea level for the Great Lakes was
 Superior 255.51 ft
 Michigan 254.40 ft
 Huron 250.00 ft
 Erie 253.11 ft
 Ontario 248.96 ft
 (adjusted Levels of 1903)

FROM OFFICIAL RECORDS OF THE U.S. LAKE SURVEY
 Based on the Chart of Engineers, U.S. Army is changed

the outside edge of the Rose Hill Reservoir, a distance of 16,700 feet, has been completed at a cost of \$171,688.42.

The 24-inch main, from corner of Church and Front Streets to the corner of Queen and Sumach Streets, has also been laid, and a 16-inch main carried east from same, along Queen Street to the corner of Broadview Avenue and Queen Street.

SIX-FOOT CONDUIT.

The contractor for this work has laid the whole of this conduit, from the shore crib to the south tunnel shaft, a distance of over 5,000 feet, and the greater part of the filling over same has been completed. Some 2,200 feet of this conduit is now in use, but the balance cannot be utilized till the tunnel, to which it is to be connected, is completed.

A contract has been let for the construction of a tunnel, about 5,130 feet long, from the north end of the six-foot conduit carried under the Bay to the Pumping Station at the foot of John Street, the area of same being equal to that of a cylinder 8 feet 4 inches in diameter. The contract price is \$269,000.

TEMPERATURE OF WATER.

The average temperature for the year, taken at the shore crib, was 46 degrees Fahr. The highest temperature, 66 degrees Fahr., on September 19th, and the lowest, 33 degrees Fahr., on January 16th.

SAND PUMP.

Commenced work on April 24th, filling in to the north and east of the Sick Children's Hospital, and continued there till the 27th of May. From that date till 15th June it was engaged deepening channel from Hospital and towards Island Pumping Station. It was then moved to Cherry Street and Keating's Cut, where it worked till 14th July. Then moved to Ward's Island and worked till August 3rd, when it was sent to Long Pond, working there till 21st September, when it moved to western sand bar, filling in behind cottages till October 14th: then to Hanlan's Point, working there till 21st October, when it was taken to the Lighthouse Channel and continued working there till November 22nd, after which it was towed to the Water Works dock and laid up for the season.

 HIGH PRESSURE FIRE SYSTEM.

Contracts for this work have been let as follows:

For two 5-million gallon stage turbine pumps, steam turbine driven.

| | |
|---|-----------------|
| " 4,440 ft. of 20-inch flanged pipe at..... | \$40 34 per ton |
| " 2,220 ft. of 20-inch spigot and socket pipe at | 30 84 " |
| " 23,856 ft. of 12-inch spigot and socket pipe at | 30 72 " |
| " 14,964 ft. of 8-inch spigot and socket pipe at | 30 94 " |
| " 10 20-inch stop valves, hub ends, at..... | 184 00 each |
| " 2 20-inch stop valves, flanged ends, at..... | 198 00 " |
| " 68 12-inch stop valves, hub ends, at..... | 64 80 " |
| " 64 8-inch stop valves, hub ends, at..... | 30 45 " |
| " 141 8-inch stop valves, flanged ends, at..... | 32 50 " |
| " 141 3-way hydrants, at | 124 50 " |

Specifications, tenders, plans, etc., have been prepared for cast iron and cast steel special castings, as well as for the engine house for the turbines.

Yours, etc.,

C. L. FELLOWES.

Deputy City Engineer.

SCHEDULES

WATER WORKS DEPARTMENT

1904 AND 1905.

| 1905. | | | | | |
|-------|--------------------|------------------------|--------------------|-------|--------------------|
| | ater. | Coal. | | | |
| | | Total Quantity Pumped. | Quantity Consumed. | | Total Consumption. |
| | | | Tons. | Lbs. | Tons. Lbs. |
| Jan | t. Imp. Gals. Net. | | 579 | 1,835 | |
| | | | 863 | 1,210 | |
| Feb | 777,181,414 | | 764 | 300 | 1,443 1,045 |
| | | | 789 | 1,560 | |
| Mar | 762,670,979 | | 792 | 1,950 | 1,553 1,860 |
| | | | 882 | 760 | |
| Apr | 823,178,466 | | 547 | 1,470 | 1,675 710 |
| | | | 874 | 900 | |
| Ma | 725,986,785 | | 539 | 700 | 1,422 370 |
| | | | 863 | 390 | |
| Jun | 743,370,206 | | 557 | 830 | 1,402 1,090 |
| | | | 820 | 1,900 | |
| July | 735,198,455 | | 552 | 500 | 1,378 730 |
| | | | 816 | 1,030 | |
| Aug | 767,678,233 | | 744 | 300 | 1,368 1,530 |
| | | | 852 | 1,210 | |
| Sep | 806,683,749 | | 730 | 1,710 | 1,596 1,510 |
| | | | 822 | 1,880 | |
| Oct | 802,883,764 | | 666 | 1,990 | 1,553 1,590 |
| | | | 824 | 760 | |
| Nov | 768,575,379 | | 468 | 780 | 1,491 750 |
| | | | 636 | 670 | |
| | | | 160 | 1,020 | |
| Dec | 736,248,375 | | 162 | 1,750 | 1,265 470 |
| | | | 559 | 880 | |
| | | | 381 | 1,810 | |
| | 725,076,656 | | | | 1,104 440 |
| | 9,174,732,461 | ..... |  |  | 17,256 095 |
| | 25,136,253 | ..... |  |  | 47 553 |

SCHEDULE No. 5.

COMPARATIVE STATEMENT OF COAL CONSUMED AND WATER PUMPED BY MONTHS FOR THE YEARS 1904 AND 1905.

| MONTH. | Engine Nos. | 1904. | | | | | | 1905. | | | | | |
|----------------|-------------|------------------|------------------------|--------------------|--------------------|---------|--|------------------|------------------------|--------------------|--------------------|--|--|
| | | Water. | | Coal. | | | | Water. | | Coal. | | | |
| | | Quantity Pumped. | Total Quantity Pumped. | Quantity Consumed. | Total Consumption. | | | Quantity Pumped. | Total Quantity Pumped. | Quantity Consumed. | Total Consumption. | | |
| | | Imp. Gals. Net. | Imp. Gals. Net. | Tons. Lbs. | Tons. Lbs. | | | Imp. Gals. Net. | Imp. Gals. Net. | Tons. Lbs. | Tons. Lbs. | | |
| January | 1 and 2 | 182,093,058 | | 651 875 | | 1 and 2 | | 161,003,255 | | 579 1,835 | | | |
| | 4 and 5 | 623,205,104 | | 818 1,135 | | 4 and 5 | | 616,178,159 | | 863 1,210 | | | |
| | | | 805,298,162 | | 1,470 10 | | | | 777,181,414 | | 1,443 1,045 | | |
| February | 1 and 2 | 182,127,209 | | 676 770 | | 1 and 2 | | 200,549,016 | | 764 300 | | | |
| | 4 and 5 | 572,784,072 | | 743 920 | | 4 and 5 | | 562,121,963 | | 789 1,560 | | | |
| | | | 754,911,281 | | 1,419 1,690 | | | | 762,670,979 | | 1,553 1,860 | | |
| March | 1 and 2 | 178,655,288 | | 689 570 | | 1 and 2 | | 213,352,692 | | 792 1,950 | | | |
| | 4 and 5 | 627,884,293 | | 863 500 | | 4 and 5 | | 609,825,774 | | 882 760 | | | |
| | | | 806,539,581 | | 1,552 1,070 | | | | 823,178,466 | | 1,675 710 | | |
| April | 1 and 2 | 169,910,933 | | 577 25 | | 1 and 2 | | 144,949,121 | | 547 1,470 | | | |
| | 4 and 5 | 591,726,525 | | 785 5 | | 4 and 5 | | 581,037,664 | | 874 900 | | | |
| | | | 754,637,458 | | 1,362 30 | | | | 725,986,785 | | 1,422 370 | | |
| May | 1 and 2 | 164,435,302 | | 548 1,135 | | 1 and 2 | | 144,302,224 | | 539 700 | | | |
| | 4 and 5 | 606,290,831 | | 814 515 | | 4 and 5 | | 599,067,982 | | 863 390 | | | |
| | | | 770,726,033 | | 1,362 1,650 | | | | 743,370,206 | | 1,402 1,090 | | |
| June | 1 and 2 | 132,330,102 | | 467 640 | | 1 and 2 | | 143,772,825 | | 557 830 | | | |
| | 4 and 5 | 584,873,191 | | 764 450 | | 4 and 5 | | 591,425,630 | | 820 1,900 | | | |
| | | | 717,203,293 | | 1,231 1,090 | | | | 735,198,455 | | 1,378 730 | | |
| July | 1 and 2 | 158,683,251 | | 530 520 | | 1 and 2 | | 157,986,506 | | 552 500 | | | |
| | 4 and 5 | 604,546,078 | | 806 1,400 | | 4 and 5 | | 609,691,727 | | 816 1,030 | | | |
| | | | 763,229,329 | | 1,336 1,920 | | | | 767,678,233 | | 1,368 1,530 | | |
| August | 1 and 2 | 154,641,514 | | 572 1,970 | | 1 and 2 | | 198,882,069 | | 744 300 | | | |
| | 4 and 5 | 606,423,351 | | 818 880 | | 4 and 5 | | 607,801,680 | | 852 1,210 | | | |
| | | | 761,064,865 | | 1,391 850 | | | | 806,683,749 | | 1,596 1,510 | | |
| September | 1 and 2 | 160,188,175 | | 558 1,760 | | 1 and 2 | | 203,405,711 | | 730 1,710 | | | |
| | 4 and 5 | 595,335,106 | | 815 180 | | 4 and 5 | | 599,478,053 | | 822 1,880 | | | |
| | | | 755,523,281 | | 1,373 1,940 | | | | 802,883,764 | | 1,553 1,590 | | |
| October | 1 and 2 | 138,272,585 | | 526 1,860 | | 1 and 2 | | 172,955,295 | | 666 1,390 | | | |
| | 4 and 5 | 597,319,093 | | 825 1,660 | | 4 and 5 | | 595,620,084 | | 824 700 | | | |
| | | | 735,591,678 | | 1,352 1,520 | | | | 768,575,379 | | 1,491 750 | | |
| November | 1 and 2 | 124,542,473 | | 493 930 | | 1 and 2 | | 99,971,121 | | 468 780 | | | |
| | 4 and 5 | 586,127,956 | | 781 1,490 | | 4 and 5 | | 456,158,396 | | 636 670 | | | |
| | | | 710,670,429 | | 1,275 420 | 6 | | 180,118,858 | | 160 1,020 | | | |
| December | 1 and 2 | 132,487,846 | | 491 1,755 | | 1 and 2 | | 20,412,092 | | 162 1,750 | | | |
| | 4 and 5 | 608,828,339 | | 800 1,380 | | 4 and 5 | | 398,508,378 | | 559 880 | | | |
| | | | 741,316,185 | | 1,292 1,135 | 6 | | 306,156,186 | | 381 1,810 | | | |
| | | | | | | | | | 725,076,656 | | 1,104 440 | | |
| Totals | | | 9,076,711,575 | | 16,421 1,325 | | | | 9,174,732,461 | | 17,256 095 | | |
| Daily averages | | | 24,799,768 | | 44 1,736 | | | | 25,136,253 | | 47 553 | | |

SCHEDULE No. 4.

RECORD OF WATER RE-PUMPED AT HIGH LEVEL STATION FOR THE YEAR 1905.

| Month. | Number of Hours Engines working. | | Number of Revolutions made by Pumps | | Quantity of Water Re-pumped. | | Total Quan- tity of Water Re-pumped by both En- gines in Imp Gallons Gross. | Percentage of Slip. | Total Quan- tity of Water Re-pumped Imp. Gallons Net. | Average Pressure on Force Mains. | | Average Pressure on Suction Mains. | | Total Quan- tity of Coal (consumed under Boilers. | | Coal Con- sumed for Banking Fires, Raising Steam, etc. | | Coal Con- sumed while Pumping. | | | |
|----------------------|-------------------------------------|-----------------|--|------------|---------------------------------|-------------|---|---------------------|---|-------------------------------------|--------|---------------------------------------|-------|---|-------|---|-------|--------------------------------------|-------|------|-------|
| | | | | | | | | | | | | | | | | | | | | | |
| | No. 1. | No. 2. | No. 1. | No. 2. | No. 1. | No. 2. | | | | Lbs. | Tons. | Lbs. | Tons. | Lbs. | Tons. | Lbs. | Tons. | Lbs. | Tons. | Lbs. | Tons. |
| January | h. m. 498 00 | h. m. 742 00 | 1,572,501 | 1,101,950 | 71,548,795 | 49,587,750 | 121,136,545 | 1 | 119,925,179 | 50.22 | 14.92 | 119 | 985 | 11 | 200 | 108 | 785 | | | | |
| February | 448 00 | 672 00 | 1,437,803 | 1,035,435 | 65,420,036 | 46,594,575 | 112,014,611 | 1 | 110,894,464 | 50.18 | 14.64 | 111 | 438 | 10 | 300 | 101 | 138 | | | | |
| March | 496 00 | 744 00 | 1,587,415 | 1,061,255 | 72,227,382 | 47,756,475 | 119,983,857 | 1 | 118,784,018 | 50.05 | 14.81 | 119 | 1,001 | 11 | 1,800 | 107 | 1,201 | | | | |
| April | 482 10 | 720 00 | 1,555,953 | 1,089,477 | 70,795,861 | 49,026,465 | 119,822,326 | 1 | 118,024,102 | 50.34 | 14.75 | 119 | 1,344 | 10 | 1,000 | 109 | 344 | | | | |
| May | 498 00 | 744 00 | 1,624,897 | 1,168,848 | 73,932,813 | 52,598,160 | 126,530,973 | 1 | 125,265,663 | 50.23 | 14.51 | 125 | 995 | 11 | 400 | 114 | 595 | | | | |
| June | 480 00 | 720 00 | 1,556,219 | 1,102,200 | 70,807,964 | 49,599,000 | 120,406,964 | 1 | 119,202,894 | 49.98 | 14.58 | 112 | 1,150 | 10 | 1,000 | 102 | 150 | | | | |
| July | 497 10 | 733 00 | 1,641,231 | 1,143,856 | 74,676,010 | 51,473,520 | 126,149,530 | 1 | 124,888,034 | 50.12 | 13.88 | 120 | 1,533 | 11 | 400 | 109 | 1,133 | | | | |
| August | 498 00 | 744 00 | 1,656,796 | 1,181,421 | 75,384,218 | 53,163,945 | 128,548,163 | 1 | 127,262,681 | 49.98 | 13.50 | 121 | 1,774 | 11 | 400 | 110 | 1,374 | | | | |
| September | 480 00 | 720 00 | 1,581,061 | 1,212,666 | 71,938,275 | 54,569,970 | 126,508,245 | 1 | 125,243,162 | 49.86 | 10.60 | 119 | 1,613 | 10 | 1,000 | 109 | 613 | | | | |
| October | 506 00 | 734 00 | 1,637,270 | 1,171,202 | 74,495,785 | 52,704,090 | 127,199,875 | 1 | 125,927,876 | 50.69 | 11.81 | 115 | 1,492 | 11 | 400 | 104 | 1,092 | | | | |
| November | 513 00 | 687 00 | 1,640,333 | 1,178,396 | 74,635,151 | 53,027,820 | 127,662,971 | 1 | 126,386,341 | 51.55 | 17.35 | 119 | 1,860 | 10 | 1,700 | 109 | 160 | | | | |
| December | 507 00 | 744 00 | 1,611,477 | 1,266,455 | 73,322,203 | 56,990,475 | 136,312,678 | 1 | 129,009,552 | 50.22 | 22.39 | 117 | 1,105 | 10 | 1,700 | 106 | 1,405 | | | | |
| Totals | 5,903 20 | 8,704 00 | 19,102,956 | 13,713,161 | 869,184,493 | 617,092,245 | 1,486,276,738 | 1 | 1,471,413,966 | 603.42 | 177.72 | 1,423 | 1,290 | 131 | 300 | 1,292 | 990 | | | | |
| Monthly Averages ... | 491 56 | 725 20 | 1,591,913 | 1,142,763 | 72,432,041 | 51,424,353 | 123,856,394 | 1 | 122,617,830 | 50.28 | 14.81 | 118 | 1,274 | 10 | 1,858 | 107 | 1,415 | | | | |
| Daily Averages | 16 10 | 23 50 | 52,336 | 37,570 | 2,381,327 | 1,690,663 | 4,071,991 | 1 | 4,031,271 | 50.28 | 14.81 | 3 | 1,800 | 718 | 3 | 1,082 | | | | | |

STATEMENT OF WATER PUMPED BY ENGINES NOS. 4 AND 5 FOR THE YEAR 1905.

| Month. | No. of Days on which Engines were working. | | Number of Hours working each Month. | | Number of Strokes made by Engines each Month. | Quantity of Water Pumped by Engine - Imperial Gallons, Gross. | | Total Quantity Pumped by Nos. 4 & 5 Engines, Gross Imp. Gallons | Percentage of Slip. | Total Quantity Pumped, Imp. Gallons Net. | Average Pressure on Pumps. | Average Lift by Engines. | Total Quantity of Coal used under Boilers each Month. |
|----------------------|--|--------|-------------------------------------|-----------|---|---|---------------|---|---------------------|--|----------------------------|--------------------------|---|
| | | | | | | | | | | | | | |
| | No. 4. | No. 5. | No. 4. | No. 5. | No. 4. | No. 5. | No. 4. | No. 5. | | | | | |
| | | | h. m. | h. m. | | | | | | | Pounds. | Ft. In. | Tons. Lbs. |
| January | 31 | 31 | 741 20 | 1,530,573 | 1,456,554 | 307,332,894 | 321,420,330 | 628,753,224 | 2 | 616,178,159 | 94.5 | 24 6 | 863 1,210 |
| February | 28 | 28 | 661 40 | 1,404,581 | 1,320,530 | 278,631,830 | 294,962,010 | 573,593,840 | 2 | 562,121,963 | 92.8 | 25 9 | 789 1,560 |
| March..... | 31 | 31 | 740 45 | 1,515,698 | 1,440,638 | 303,974,618 | 318,296,580 | 622,271,198 | 2 | 609,825,774 | 94.1 | 25 7 | 882 760 |
| April .. | 30 | 30 | 704 35 | 1,459,141 | 1,357,706 | 286,475,966 | 306,419,610 | 592,895,576 | 2 | 581,037,664 | 95 0 | 24 3 | 874 900 |
| May..... | 31 | 31 | 715 15 | 1,518,082 | 1,386,240 | 292,496,640 | 318,797,220 | 611,293,860 | 2 | 599,067,982 | 94.3 | 24 0 | 863 390 |
| June | 30 | 30 | 717 15 | 1,469,311 | 1,397,821 | 294,940,231 | 308,555,310 | 603,495,541 | 2 | 591,425,630 | 95.0 | 23 10 | 820 1,990 |
| July..... | 31 | 31 | 741 55 | 1,518,284 | 1,437,416 | 303,294,776 | 318,839,640 | 622,131,416 | 2 | 609,691,727 | 94.1 | 23 7 | 816 1,030 |
| August | 31 | 31 | 742 45 | 1,488,613 | 1,457,806 | 307,597,066 | 312,608,730 | 620,205,796 | 2 | 607,801,680 | 91.7 | 24 0 | 852 1,210 |
| September..... | 30 | 30 | 715 50 | 1,491,470 | 1,414,769 | 298,503,599 | 313,208,700 | 611,712,299 | 2 | 599,478,053 | 91.2 | 24 4 | 822 1,880 |
| October | 31 | 31 | 705 55 | 1,506,316 | 1,381,276 | 291,149,236 | 316,326,360 | 607,775,596 | 2 | 595,620,084 | 93.3 | 24 1 | 824 760 |
| November | 30 | 20 | 702 10 | 882,519 | 1,327,612 | 280,132,462 | 187,335,290 | 465,467,752 | 2 | 456,158,396 | 91.0 | 24 5 | 636 670 |
| December | 29 | 14 | 659 10 | 630,153 | 1,300,043 | 271,309,073 | 132,332,130 | 406,641,203 | 2 | 398,508,378 | 88.1 | 24 0 | 559 880 |
| Totals..... | 363 | 338 | 8,548 35 | 7,913 52 | 16,678,381 | 16,414,771 | 3,447,101,910 | 6,966,240,301 | 2 | 6,826,915,490 | 1,121.1 | 292 4 | 9,606 1,150 |
| Monthly Averages .. | 30.2 | 28.1 | 412 23 | 1,367,897 | 1,389,865 | 293,261,532 | 287,258,492 | 580,520,025 | 2 | 568,909,621 | 93.4 | 24 4 | 800 1,095 |
| Daily Averages ..... | ..... | ..... | 23 25 | 44,971 | 45,694 | 9,641,175 | 9,444,114 | 19,085,589 | 2 | 18,703,878 | 93.4 | 24 4 | 26 638 |

ENGINE No. 6.

| | | | | | | | | | |
|----------------|----|--------|---------|-------------|---|-------------|------|------|-----------|
| November | 15 | 298 10 | 344,580 | 181,938,240 | 1 | 180,118,858 | 90.9 | 22 7 | 160 1,020 |
| December..... | 22 | 479 25 | 585,699 | 309,248,672 | 1 | 306,156,186 | 90.6 | 21 9 | 381 1,810 |
| Totals..... | 37 | 777 35 | 930,279 | 491,186,912 | 1 | 486,275,044 | | | 542 830 |

NOTE. — For Schedule No. 1, "Cash Expenditure on Maintenance Account," etc., see page 138.

For Schedule No. 10, "Analysis of Expenditure at Main Pumping Station," see page 138.

SCHEDULE No. 2.

STATEMENT OF WATER PUMPED BY ENGINES NOS. 1 AND 2 FOR THE YEAR 1905.

| Month. | No. of Days on which Engines were Working. | | Number of Hours Working Each Month. | | Number of Strokes for Each Engine per Month. | | Quantity of Water Pumped per Month by Each Engine in Imp. Gals. Gross. | | Total Quantity Pumped in Imp. Gals. Gross. | Percentage of Ship. | Total Quantity Pumped in Imp. Gals. Net. | Average Pressure on Pumps. | Average Level of Water in Well Below Zero. | Total Quantity of Coal Consumed per Month by Engines, Nos. 1 and 2 | |
|----------------------|--|--------|-------------------------------------|----------|--|-----------|--|---------------|--|---------------------|--|----------------------------|--|--|------------|
| | | | | | | | | | | | | | | | |
| | No. 1. | No. 2. | No. 1. | No. 2. | No. 1. | No. 2. | No. 1. | No. 2. | | | | | | Lbs. | Tons. Lbs. |
| January | 28 | 25 | 343 10 | 399 50 | 242,346 | 245,004 | 55,254,888 | 112,456,836 | 167,711,724 | 4 | 161,003,255 | 94.4 | 19 8 | 579 | 1,835 |
| February | 20 | 28 | 214 10 | 651 00 | 143,144 | 384,027 | 32,636,832 | 176,268,393 | 208,905,225 | 4 | 200,549,016 | 95.2 | 21 0 | 764 | 300 |
| March | 26 | 31 | 307 20 | 730 15 | 198,989 | 385,344 | 45,369,492 | 176,872,896 | 222,242,388 | 4 | 213,352,692 | 96.4 | 20 10 | 792 | 1,950 |
| April | 25 | 24 | 372 35 | 369 35 | 248,825 | 205,352 | 56,732,100 | 94,256,568 | 150,988,668 | 4 | 144,919,121 | 96.6 | 19 5 | 547 | 1,470 |
| May | 31 | 29 | 425 55 | 316 30 | 287,560 | 184,643 | 65,563,680 | 84,751,137 | 150,314,817 | 4 | 144,302,224 | 96.1 | 19 3 | 539 | 700 |
| June | 30 | 25 | 394 45 | 329 45 | 257,245 | 198,500 | 58,651,860 | 91,111,500 | 149,763,360 | 4 | 143,772,825 | 96.7 | 19 0 | 557 | 830 |
| July | 31 | 20 | 413 55 | 369 00 | 311,284 | 203,914 | 70,972,752 | 93,596,526 | 164,569,278 | 4 | 157,986,506 | 96.1 | 18 11 | 552 | 500 |
| August | 31 | 26 | 439 15 | 585 00 | 280,818 | 311,842 | 61,033,314 | 143,135,478 | 207,168,822 | 4 | 198,882,069 | 94.7 | 19 5 | 744 | 300 |
| September | 27 | 30 | 253 20 | 702 20 | 175,562 | 374,407 | 40,028,136 | 171,852,813 | 211,880,949 | 4 | 203,405,711 | 95.9 | 19 8 | 730 | 1,710 |
| October | 19 | 31 | 149 00 | 666 30 | 100,584 | 312,546 | 22,933,152 | 157,228,614 | 180,161,766 | 4 | 172,955,295 | 95.0 | 19 4 | 666 | 1,990 |
| November | 16 | 15 | 188 50 | 319 35 | 115,640 | 169,435 | 26,365,920 | 77,770,665 | 104,136,585 | 4 | 99,971,121 | 93.0 | 19 8 | 468 | 780 |
| December | 11 | — | 150 45 | — | 93,257 | — | 21,262,596 | — | 21,262,596 | 4 | 20,412,092 | 89.5 | 19 2 | 162 | 1,750 |
| Totals | 295 | 284 | 3,683 00 | 5,439 20 | 2,455,284 | 3,005,014 | 559,804,752 | 1,379,301,426 | 1,939,106,178 | 4 | 1,861,541,927 | 1,139.6 | 235 4 | 7,107 | 115 |
| Monthly averages .. | 24.5 | 23.6 | 306 55 | 453 15 | 204,607 | 250,417 | 46,650,396 | 114,941,785 | 161,592,198 | 4 | 155,128,493 | 94.9 | 19 7 | 592 | 509 |
| Daily averages | — | — | 10 05 | 14 54 | 6,726 | 8,506 | 1,533,711 | 3,780,277 | 5,312,619 | 4 | 5,100,114 | 94.9 | 19 7 | 19 | 942 |

SCHEDULE No. 6.
COMPARATIVE STATEMENT SHOWING NUMBER OF GALLONS PUMPED, QUANTITY AND COST OF FUEL, ETC., FROM 1876 TO 1905, INCLUSIVE.

| Year. | Total Water Pumped — Imp. Gals. | Quantity of Fuel. — Lbs. | Total Cost of Fuel. | Average Daily Quantity of Water Pumped | | Average Daily Consumption of Coal. | | Water Pumped per Pound of Fuel. |
|-------|--|-----------------------------------|------------------------|--|-------|--|------------|---------------------------------------|
| | | | | Imp. | Gals. | Lbs. | Imp. Gals. | |
| 1876 | 1,625,139,876 | 6,998,282 | \$19,645 75 | 4,451,202 | | 19,093 | | 232.02 |
| 1877 | 2,633,433,932 | 10,407,992 | 25,556 29 | 7,214,887 | | 28,515 | | 253.02 |
| 1878 | 1,417,370,918 | 8,120,000 | 15,196 20 | 3,883,208 | | 22,246 | | 174.55 |
| 1879 | 1,610,104,542 | 10,872,211 | 19,313 07 | 4,411,245 | | 29,787 | | 148.09 |
| 1880 | 1,785,859,706 | 11,694,808 | 28,455 72 | 4,879,422 | | 31,953 | | 152.17 |
| 1881 | 1,910,430,419 | 12,391,874 | 31,410 04 | 5,284,056 | | 33,950 | | 154.18 |
| 1882 | 2,108,933,115 | 11,685,556 | 30,170 64 | 5,777,899 | | 32,015 | | 180.47 |
| 1883 | 2,809,965,484 | 17,266,679 | 43,329 08 | 7,698,511 | | 47,306 | | 162.74 |
| 1884 | 3,615,412,082 | 19,920,782 | 52,525 56 | 9,960,224 | | 54,428 | | 183.00 |
| 1885 | 3,537,482,598 | 18,644,465 | 46,589 27 | 9,691,733 | | 54,081 | | 189.73 |
| 1886 | 4,134,376,998 | 19,285,371 | 41,979 32 | 11,327,060 | | 52,837 | | 214.37 |
| 1887 | 4,417,938,169 | 23,283,900 | 50,051 85 | 12,103,940 | | 63,791 | | 189.74 |
| 1888 | 4,041,964,514 | 20,437,935 | 46,600 77 | 11,073,875 | | 56,049 | | 197.57 |
| 1889 | 4,148,781,634 | 19,231,940 | 44,135 10 | 11,366,525 | | 52,890 | | 215.72 |
| 1890 | 5,249,760,226 | 34,615,830 | 56,239 99 | 14,382,904 | | 67,536 | | 212.96 |
| 1891 | 6,207,656,403 | 29,300,240 | 60,012 77 | 17,007,275 | | 80,291 | | 211.86 |
| 1892 | 6,659,925,650 | 34,565,875 | 71,805 25 | 18,246,371 | | 94,278 | | 193.00 |
| 1893 | 6,646,021,488 | 26,013,840 | 61,702 86 | 18,208,278 | | 71,270 | | 255.47 |
| 1894 | 6,589,492,142 | 26,822,145 | 54,902 85 | 18,033,403 | | 73,485 | | 245.67* |
| 1895 | 6,639,680,218 | 21,178,879 | 40,221 85 | 18,190,902 | | 58,024 | | 313.5* |
| 1896 | 6,718,187,980 | 18,006,508 | 25,307 90 | 18,527,836 | | 50,837 | | 364.4 |
| 1897 | 6,723,757,030 | 20,711,250 | 26,880 50 | 18,421,253 | | 56,743 | | 324.64 |
| 1898 | 7,136,334,102 | 22,100,145 | 27,572 00 | 19,551,600 | | 60,548 | | 322.91 |
| 1899 | 7,824,248,217 | 24,682,935 | 26,684 57 | 21,436,569 | | 67,642 | | 316.99 |
| 1900 | 8,064,384,595 | 24,148,565 | 38,668 54 | 22,094,204 | | 66,160 | | 333.95 |
| 1901 | 8,299,298,465 | 26,292,640 | 39,402 87 | 22,463,831 | | 72,034 | | 314.89 |
| 1902 | 7,993,916,325 | 23,769,980 | 39,260 22 | 21,901,140 | | 64,575 | | 339.15 |
| 1903 | 8,735,658,063 | 30,200,615 | 54,275 93 | 23,933,309 | | 82,900 | | 288.66 |
| 1904 | 9,076,711,575 | 32,843,325 | 55,784 05 | 24,799,758 | | 89,735 | | 276.36 |
| 1905 | 9,174,752,461 | 34,512,095 | 49,644 31 | 25,136,253 | | 94,553 | | 265.84 |

* A larger percentage was allowed for ship in 1894 and 1895, than in other years.

SCHEDULE No. 7.
QUANTITY OF WATER PUMPED AND QUANTITY CONSUMED DURING EACH MONTH OF 1905, WITH AMOUNT OF DAILY CONSUMPTION.

| Month. | Total Quantity Pumped per Month in Imperial Gallons | Quantity Stored in Reservoir at end of each Month. Imperial Gallons | Quantity Con- sumed during each Month. Imperial Gallons | Average Daily Consumption of Water. Imperial Gallons | Average Daily Consumption of Coal at Main Pumping Station |
|---|--|---|--|---|--|
| Stored in Reservoir on 31st December, 1904. | | | | | |
| January | 777,181,414 | 23,794,967 | 783,684,215 | 25,280,136 | 1,443 |
| February | 762,670,979 | 17,292,166 | 766,070,227 | 25,535,674 | 1,553 |
| March | 823,178,466 | 13,892,918 | 815,882,602 | 26,318,793 | 1,860 |
| April | 725,986,785 | 21,188,782 | 733,130,442 | 24,437,680 | 1,675 |
| May | 743,370,206 | 28,332,439 | 747,297,848 | 24,106,382 | 1,422 |
| June | 735,198,455 | 24,404,797 | 736,418,115 | 24,547,270 | 1,402 |
| July | 767,678,233 | 23,185,137 | 771,053,170 | 24,872,682 | 1,378 |
| August | 806,683,749 | 19,810,200 | 810,349,289 | 26,140,299 | 1,368 |
| September | 802,883,764 | 16,144,660 | 801,736,258 | 26,734,540 | 1,510 |
| October | 768,575,379 | 17,292,166 | 766,447,789 | 24,734,122 | 1,553 |
| November | 736,248,375 | 19,419,756 | 730,450,227 | 24,348,340 | 1,491 |
| December | 725,076,656 | 25,217,904 | 728,508,085 | 23,500,260 | 1,265 |
| Totals | 9,174,732,461 | 21,786,475 | 9,191,028,267 | 300,536,178 | 1,104 |
| Averages | 764,561,038 | | 765,919,022 | 25,044,681 | 1,438 |
| | | | | | 095 |
| | | | | | 095 |

SCHEDULE No. 8.
COMPARATIVE STATEMENT SHOWING INCREASE OF DEPARTMENT YEARLY, 1875 TO 1905, INCLUSIVE.

| YEAR. | Average Daily Consumption of Water. | Population. | Average Daily Consumption of Water per Capita for all Purposes. | Total Number of House-Servants in use in each year. | Total Number of Hoists in use in each year. | Total Number of Meters in use each year. | Total Number of Miles of Mains in use each year. | Average Pressure on Pumps. | | | | |
|-------|-------------------------------------|-------------|---|---|---|--|--|----------------------------|----------------------------|-------------------------|----------------------|----------------------|
| | | | | | | | | No. 1, Worthington Engine. | No. 2, Worthington Engine. | No. 3, Inglis & Hunter. | No. 4, Blake Engine. | No. 5, Blake Engine. |
| 1875 | 3,424,000 | 68,678 | 49.86 | 2,769 | 842 | ..... | Miles. | 88.10 | ..... | ..... | ..... | ..... |
| 1876 | 4,451,202 | 71,693 | 62.09 | 3,512 | 740 | ..... | 49,810 | 88.78 | 97.51 | ..... | ..... | ..... |
| 1877 | 2,812,000 | 67,386 | 41.74 | 4,518 | 1,006 | ..... | 80,250 | 83.33 | 97.69 | ..... | ..... | ..... |
| 1878 | 3,883,208 | 70,867 | 54.79 | 6,707 | 2,189 | ..... | 107,570 | 89.65 | 97.69 | ..... | ..... | ..... |
| 1879 | 4,411,245 | 73,813 | 59.76 | 8,568 | 28 | ..... | 110,240 | 96.64 | 99.04 | ..... | ..... | ..... |
| 1880 | 4,879,422 | 75,110 | 64.96 | ..... | 47 | ..... | 111,290 | 95.28 | 99.52 | ..... | ..... | ..... |
| 1881 | 5,234,656 | 76,934 | 68.03 | 12,236 | 1,014 | ..... | 113,312 | 98.22 | 100.78 | ..... | ..... | ..... |
| 1882 | 5,777,899 | 81,372 | 71.01 | 14,062 | 1,826 | ..... | 115,518 | 96.32 | 101.66 | ..... | ..... | ..... |
| 1883 | 7,698,511 | 91,796 | 83.87 | 16,276 | 1,766 448 | ..... | 116,145 | 94.85 | 106.49 | ..... | ..... | ..... |
| 1884 | 9,960,224 | 105,211 | 94.66 | 18,363 | 2,087 | ..... | 131,352 | 94.27 | 107.03 | ..... | ..... | ..... |
| 1885 | 9,706,127 | 111,800 | 86.82 | 20,707 | 2,344 | ..... | 138,301 | 99.14 | 107.03 | ..... | ..... | ..... |
| 1886 | 11,344,337 | 118,403 | 95.81 | 23,643 | 2,936 | ..... | 143,257 | 98.84 | 106.45 | 103.88 | ..... | ..... |
| 1887 | 12,000,610 | 126,169 | 95.59 | 26,893 | 3,315 | ..... | 156,042 | 104.88 | 104.92 | 104.07 | ..... | ..... |
| 1888 | 11,063,784 | 166,809 | 66.36 | 29,883 | 3,055 | ..... | 163,894 | ..... | ..... | ..... | ..... | ..... |
| 1889 | 11,378,902 | 175,000 | 65.02 | 34,056 | 3,288 | ..... | 182,625 | 93.41 | 92.36 | 94.37 | ..... | ..... |
| 1890 | 14,434,722 | 185,000 | 78.02 | 36,192 | 2,191 | ..... | 212,832 | 94.25 | 94.82 | 94.92 | ..... | ..... |
| 1891 | 17,007,275 | 188,904 | 90.03 | 38,250 | 2,111 | ..... | 229,257 | 92.83 | 93.55 | 93.58 | ..... | ..... |
| 1892 | 18,246,371 | 188,904 | 96.59 | 39,401 | 1,200 | ..... | 237,907 | 93.33 | 93.66 | 93.91 | ..... | ..... |
| 1893 | 18,208,278 | 188,904 | 96.38 | 39,927 | 526 | ..... | 242,561 | ..... | ..... | ..... | ..... | ..... |
| 1894 | 18,056,881 | 188,904 | 95.58 | 40,326 | 399 | ..... | 244,964 | 94.18 | 94.18 | 94.18 | 96.37 | ..... |
| 1895 | 18,192,063 | 190,000 | 95.74 | 40,683 | 357 | ..... | 245,478 | 94.88 | 94.88 | 94.88 | 95.24 | 95.24 |
| 1896 | 18,527,836 | 195,987 | 94.53 | 40,951 | 313 | ..... | ..... | 94.88 | 94.88 | 94.88 | 95.05 | 95.05 |
| 1897 | 18,378,722 | 195,987 | 97.78 | 41,315 | 364 | ..... | ..... | 94.5 | 94.5 | 94.5 | 95.4 | 95.4 |
| 1898 | 19,576,957 | 200,000 | 97.88 | 41,838 | 523 | ..... | 249,627 | 95.1 | 95.1 | 95.1 | 95.7 | 95.7 |
| 1899 | 21,436,509 | 225,000 | 95.27 | 42,552 | 714 | ..... | 252,646 | 95.3 | 95.3 | 95.3 | 95.9 | 95.9 |
| 1900 | 22,094,204 | 235,000 | 94.01 | 43,242 | 690 | ..... | 255,625 | 95.3 | 95.3 | 95.3 | 95.3 | 95.3 |
| 1901 | 22,507,266 | 235,000 | 95.77 | 44,275 | 1,033 | ..... | 257,613 | 94.9 | 94.9 | 94.9 | 93.5 | 93.5 |
| 1902 | 21,901,140 | 236,000 | 88.57 | 45,607 | 1,319 | ..... | 258,774 | 94.0 | 94.0 | 94.0 | 93.2 | 93.2 |
| 1903 | 24,933,847 | 245,000 | 93.60 | 48,529 | 1,402 | ..... | 260,321 | 93.8 | 93.8 | 93.8 | 92.6 | 92.6 |
| 1904 | 24,803,478 | 250,000 | 99.20 | 50,847 | 2,036 | ..... | 264,466 | 94.1 | 94.1 | 94.1 | 93.2 | 93.2 |
| 1905 | 25,044,681 | 270,000 | 92.75 | 54,012 | 3,185 | ..... | 266,955 | 94.3 | 94.3 | 94.6 | 93.1 | 93.1 |
|  |  |  |  |  |  | ..... | 272,853 | 94.9 | 94.9 | ..... | 93.4 | 93.4 |
|  |  |  |  |  |  | ..... | 286,619 | 94.9 | 94.9 | ..... | 93.4 | 93.4 |

SCHEDULE No. 9.

RECORD OF GAUGING AT ROSEHILL RESERVOIR FOR EACH MONTH OF 1905.

| 1905. Month. | Elevation of Lowest Water Above Zero. | | Elevation of Highest Water Above Zero. | | Average Eleva- tion Above Zero. | | Average Depth in Reservoir. | | Average Contents in Imperial Gallons. |
|-----------------|---|-----|--|-----|---------------------------------------|-----|--------------------------------|-----|---|
| | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | |
| January | 209 | 7 | 213 | 9 | 211 | 9 | 15 | 9 | 22,384,168 |
| February | 206 | 5 | 210 | 2 | 208 | 2 | 12 | 2 | 14,080,236 |
| March | 208 | 2 | 212 | .. | 209 | 1 | 13 | 1 | 16,144,660 |
| April | 211 | 1 | 214 | 10 | 212 | .. | 16 | .. | 22,981,860 |
| May | 211 | 6 | 214 | 8 | 212 | 6 | 16 | 6 | 24,201,520 |
| June | 212 | 4 | 215 | 5 | 213 | 10 | 17 | 10 | 27,494,764 |
| July | 208 | 2 | 213 | 8 | 210 | 3 | 14 | 3 | 18,834,088 |
| August | 209 | 1 | 212 | 10 | 210 | 9 | 14 | 9 | 20,005,423 |
| September | 208 | 1 | 210 | 6 | 209 | 3 | 13 | 3 | 16,527,162 |
| October | 208 | 9 | 212 | 1 | 210 | 7 | 14 | 7 | 19,614,978 |
| November | 209 | 5 | 215 | 9 | 212 | 10 | 16 | 10 | 25,014,627 |
| December | 208 | 7 | 214 | 7 | 212 | 6 | 16 | 6 | 24,201,520 |
| Averages | | | | | 211 | 1 | 15 | 1 | 20,957,083 |

NOTE.—The average depth of water in the Reservoir for the year was 15 ft. 1 in. equal to an elevation of 211 ft. 1 in. above zero.

SCHEDULE No. 10.

STATEMENT OF MAINS LAID DURING THE YEAR 1905.

| Street, Avenue, Etc. | Side of Street. | Location | Length in Feet. |
|----------------------------------|-----------------|---|----------------------|
| 36-IN. MAIN : | | | |
| Bathurst St | West | From 459 ft. n. of College St. to 10 ft. n. of Dupont St. | 5,865 $\frac{1}{4}$ |
| Dupont St. | South | " Bathurst St. to Davenport Rd. | 3,290 |
| Davenport Rd. | West | " Dupont St. to Poplar Plains Rd. | 127 |
| Poplar Plains Rd. | West | " Dupont St. to Cottingham St. | 962 |
| Cottingham St. | North | " Poplar Plains Rd. to Rathnally Ave. | 574 |
| Rathnally Ave. | East | " Cottingham St. to Cottingham (jog) | 104 |
| Cottingham St. | South | " Rathnally Ave. to Avenue Rd. | 702 |
| Avenue Rd. | East | " Cottingham to Cottingham St. (jog) | 122 |
| Cottingham St. | North | " Avenue Rd. to Park | 646 |
| Cottingham Pk. | West end. | " Cottingham St. to Birch Ave. | 205 |
| Birch Ave. | South | " West end east to Yonge St. | 1,338 |
| Yonge St. | West | " Birch Ave. to Shaftesbury Ave. | 201 |
| Shaftesbury Ave. | South | " Yonge St. to Ottawa St. | 963 |
| Ottawa St. | East | " Shaftesbury Ave. to Summerhill Av. | 413 |
| Summerhill Ave. | South | " Ottawa St. to bend to Reservoir. | 183 |
| Reservoir Grounds | East | " Summerhill Av. to toe of slope | 554 |
| High Level Station | ..... | " Cottingham St. to Station | 196 |
| Total | | | 16,445 $\frac{1}{4}$ |
| 24-IN. MAINS : | | | |
| Front St. | North | " 46 ft. e. of Church St. to Cherry St. | 4,397 |
| Cherry St. | West | " Front St. to Worts Ave. | 335 |
| Eastern Ave. Park | ..... | Across Park to s.e. cor. of Sumach St. | 322 |
| Sumach St. | East | From Eastern Ave. to 32 ft. n. of Queen St. | 1,026 |
| Rosehill Reservoir | ..... | Connection between 36 in. and 24-in. mains | 50 |
| Total | | | 6,130 |
| 16-IN. MAIN : | | | |
| Queen St. east | North | From Sumach St. to Don Esplanade, 77 ft. w. of Bridge. | 1,107 $\frac{1}{2}$ |
| Queen St. east | North | " 75 ft. e. of Don. Bridge to 24 ft. e. of Broadview Ave. | 1,141 |
| Total | | | 2,248 $\frac{1}{2}$ |
| 12-IN. SUB-MAINS : | | | |
| Bloor St. | South | Across Bathurst St. By-pass on 26-in. main | 50 |
| Front St. east .... | ..... | " Front St., between 24-in. and 12-in. mains w. side of Cherry St. | 26 |
| High Level Station Grounds ..... | ..... | West, from Station to Poplar Plains Rd. | 230 |
| Poplar Plains Rd. | East | From Cottingham St. to St. Clair Ave. | 2,834 |
| Queen St. east | North | Across Sumach St. to 24-in. main | 29 |
| St. Clair Ave. | North | From 398 ft. w. of Poplar Plains Rd. to 185 ft. e. of Oriole Rd. | 1,941 $\frac{1}{2}$ |
| Spadina Ave. | East | " 30-in. main on Wellington Ave. to 24-in. main on College St. | 4,822 |
| Sterling Rd. | East | " 272 ft. n. of Dundas St., 900 ft. n. | 900 |
| Total | | | 10,832 $\frac{1}{2}$ |

SCHEDULE No. 10.—Continued.

STATEMENT OF MAINS LAID DURING THE YEAR 1905.

| Street, Avenue, etc. | Side of Street | Location. | Length in Feet. |
|----------------------|----------------|---|-----------------|
| Garnett Ave..... | North.... | From 675 ft. w. of Christie to 103 ft. e. of Shaw St | 565½ |
| Gladstone Ave.... | West | " 154 ft. s. of Lindsey Ave., 72 ft. s .. | 72 |
| " " | West | " Bloor St., 929 ft. s | 947 |
| Gore St | South | " Clinton St., 285 ft. w | 334½ |
| Gore Vale Ave.... | West | " 242 ft. s. of Arthur, bt. 610 ft. s.... | 610 |
| Grace St | West | " 494 ft. n. of College St., 1003 ft. n.. | 1,003 |
| Hallam St..... | North.... | " Preston Ave. to Delaware Ave..... | 371 |
| " | North.... | " Shaw St., 90 ft. w. to old pipe..... | 107¾ |
| Hampton Ave | West | " Danforth Ave., 329 ft. south... .. | 346 |
| Harcourt Ave | North.... | " Pape Ave to Carlaw Ave | 612 |
| Havelock St..... | West | " 293 ft. n. of College St., 114 ft. n ... | 114 |
| " " | West | " 253 ft. n. of Dewson St., 391½ ft. n.. | 391½ |
| " " | West | " Hepbourne St., 73 ft. s. | 109 |
| Hawthorne Ave .. | West | " 130 ft. n. of Dale Ave., 636 ft. n.... | 640 |
| Heath St | North.... | " Avenue Rd. to 185 ft. e. of Oriole Rd. | 685½ |
| Hepbourne St | North.... | " Dovercourt Rd. to 222 ft. e. of Rusholme Rd. | 214½ |
| " " | North.... | " 140 ft. w. of Concord Ave., 100 ft. w. | 103 |
| Herbert Ave | West | " Queen St. 198½ ft. n. | 213 |
| Humboldt Ave.... | North.... | Across Poplar Plains Rd. (connection).... | 53 |
| Indian Rd | East | From High Park Ave., 255 ft. s. | 270 |
| Jones Ave | West | " 608 ft. n. of Queen 252 ft. n. | 252 |
| Kendal Ave | West | " 219 ft. s. of Bernard Ave. to 208 ft. s. of Wells St. | 279 |
| Kew Beach | North.... | " Waverley Rd., 540 ft. w. | 593 |
| Kingston Rd..... | East | " Queen St., 253¾ ft. n. | 268½ |
| Kintyre Ave | North.... | " Broadview Ave. to Grant St. | 405 |
| Lamport Ave | North.... | " Extension e | 74 |
| Lenty Ave..... | West | " 112 ft. n. of Violet Ave. n. to Queen | 689 |
| Liszt Ave | North.... | " across Poplar Plains R. (connection) | 53 |
| Maple Ave..... | South.... | " 23 ft. e. Powell Ave., 121 ft. e. | 121 |
| Melville Ave.... | North.... | " 685 ft. w. of Christie to Shaw St.... | 697 |
| Mincing Lane | East | " Wellington St., 222 ft. n. to 4 in. m'n | 264 |
| Morley Ave | West | " Queen St. to Eastern Ave. | 642 |
| Morrow Ave..... | South.... | " Dundas St., 244½ ft. e. | 258½ |
| Natalie St..... | South.... | " Booth Ave., 108½ ft. w. | 153½ |
| Olive Ave | North.... | " Avenue Rd., 628 ft. e. | 666 |
| Oriole Rd | West | " Heath St., 450 ft. s. | 499½ |
| " | West | " At St. Clair Ave. (connection) | 32 |
| Preston Ave | East | " 37 ft. n. of Hallam St., 742 ft. n.... | 752 |
| Salem Ave | West | " Shanley Ave., 271½ ft. n. | 288 |
| " | West | " Hallam St., 167½ ft. s. | 215¾ |
| Schiller Ave | North.... | " Poplar Plains Rd., 325½ ft. w. | 360½ |
| Seaton Sq..... | North.... | " Palmerston Ave., 51½ ft. e. | 99 |
| " | N. & E .. | " Palmerston Ave., 66 ft. w. & 195½ ft. n. | 279½ |
| Shaw St..... | West | " Arthur St. s. to old main. | 50 |
| " | West | " jog in Melville Ave. main. | 22 |
| " | West | " College St., 116 ft. s. | 173½ |
| " | West | " Bloor St., 1010 ft. n. | 1,056 |

SCHEDULE No. 10.—Continued.

STATEMENT OF MAINS LAID DURING THE YEAR 1905.

| Street, Avenue, Etc. | Side of Street. | Location. | Length in Feet. |
|--------------------------------------|-----------------|---|-----------------|
| Shaw St..... | West | From Hallam St. to Shaw Pl | 265 |
| " | West | " Shaw Pl., 138 ft. n | 156 |
| " | West | " Hallam St., 131 ft. s | 182 |
| Shaw Pl..... | North | " Shaw St., 449 ft. w | 467 |
| Sheridan Ave | West | " 250 ft. s. of Dundas St., 50 ft. s.... | 50 |
| Sparkhall Ave | North | " Broadview Ave., 343 ft. e..... | 396½ |
| Springhurst Ave | West | " 400 ft. s. King St., 77 ft., s. | 77 |
| Sterling Rd | West | " Dundas St. to a point 635 ft. n. taken over with street, laid by Leak & Co. | 650 |
| " | West | " Extension from 635 ft. n. of Dundas St., 177 ft. n..... | 177 |
| " | Across.... | connection between 6 in. and 12 in. mains 270 ft. n. of Dundas St.... | 33 |
| Symington Ave .. | West | " 285 ft. s. of Bloor, 216 ft. s | 216 |
| " | West | " 917 ft. s. of Royce Ave., 180 ft. s.... | 180 |
| St. And'w's Col M'in : | | | |
| Pelham Pl..... | South | " Glen Rd., 600 ft. w..... | 649 |
| Binscarth Rd | South | " Pelham Pl. to Schofield Ave | 325 |
| Schofield Ave | West | " Binscarth Rd. to Edgar Ave | 558 |
| Edgar Ave..... | South | " Schofield Ave. to Maclellennan Ave .. | 156 |
| Maclellennan Ave .. | West | " Edgar Ave. to 79 ft. s. of Thp's'n Ave. | 720 |
| St. Clarens Ave .. | West | " Bloor St., 329½ ft. north | 381½ |
| " | West | " 540 ft. n. of Wallace Ave., 242 ft. n. | 242 |
| Wallace Ave..... | North | " Campbell Ave., 244½ ft. east..... | 289½ |
| " | North | " 156 ft. w. of Lansdowne Ave., 25 ft. w. | 25 |
| Waverley Rd | East | " extension south to Kew Beach..... | 33 |
| Wells St..... | North | " Brunswick Ave. to Kendal Ave..... | 375 |
| West Ave | West | " 284½ ft. n. of South Ave. to 398 ft. s. of West Ave..... | 53½ |
| Winchester St | South | " Sumach St., 546½ ft. east | 589 |
| Withrow Ave | North | " Pape Ave., 414 ft. west | 427 |
| Wolfrey Ave..... | North | " 403 ft. w. of Logan Ave., 230½ ft. w. | 230 |
| Yarmouth Rd | North | " Shaw St., 330 ft. east..... | 377 |
| Total | | | 36,512 |
| 4-IN SUB-MAINS : | | | |
| Chestnut Pk Rd 1st Ave. w. of m'n Rd | East | From Roxboro' Ave. to Chestnut Park Rd. | 295 |
| Buller Ave | North | " Kippendavie Ave., 224 ft. west..... | 245 |
| Collier St | South | " 367½ ft. e. of Park Rd., 108 ft. east.. | 108 |
| | | | 648 |

SCHEDULE No. 10—Continued.

MAINS TAKEN UP OR ABANDONED.

| Street, Avenue, Etc. | Side of Street. | Location. | Length in Feet. |
|---|-----------------|---|-----------------|
| 30-IN MAIN : Bathurst St | West | From 24-in. branch on College St. to 12 ft. north of 30-in. valve | 50 |
| 12-IN SUB-MAINS : Poplar Plains Rd.. | West | " Davenport Rd. to creek at High Level Station | 717 |
| 6 IN SUB-MAINS : Queen St. east | South | " a point 75 ft. e. of Don Bridge to Davies Ave. | 98 |
| Sterling Rd | West | " a point 390 ft. n. of Dunda St., 422 ft. north | 422 |
| Palmerston Ave. ... | West | " 715 ft. n. of Bloor St. to 915 ft. n. of Bloor (through the Square) | 200 |
| | | Total | 720 |

Mains throughout the City of all Sizes and Descriptions, including those on Streets, Government, Private or other Property, at the end of the year 1905.

| Size. | Total length in feet in use at end of 1904. | Put in during 1905. | Taken out during 1905. | Total length in feet in use at the end of the year 1905. |
|-----------------------------------|---|----------------------|------------------------|--|
| 36-inch main | 3,280 | 16,415 $\frac{1}{4}$ | ..... | 19,725 $\frac{1}{4}$ |
| 30-inch " | 11,292 | ..... | 50 | 11,242 |
| 24-inch " | 27,779 | 6,130 | ..... | 33,909 |
| 20-inch " | 5,076 | ..... | ..... | 5,076 |
| 16-inch " | 3,442 $\frac{1}{2}$ | 2,248 $\frac{1}{2}$ | ..... | 5,691 |
| 12-inch " | 253,414 $\frac{3}{4}$ | 10,832 $\frac{1}{2}$ | 717 | 263,530 $\frac{1}{4}$ |
| 10-inch sub-mains | 14,195 | ..... | ..... | 14,195 |
| 8-inch " | 7,275 | 1,353 $\frac{1}{2}$ | ..... | 8,628 $\frac{1}{2}$ |
| 6-inch " | 1,042,893 $\frac{1}{2}$ | 36,512 | 720 | 1,078,685 $\frac{1}{2}$ |
| 4-inch " | 48,165 | ..... | ..... | 48,813 |
| 3-inch " | 10,586 | 648 | ..... | 10,586 |
| 2-inch and 1-inch service mains.. | 5,943 $\frac{1}{2}$ | ..... | ..... | 5,943 $\frac{1}{2}$ |
| Old 8-inch cast iron mains | 6,085 | ..... | ..... | 6,085 |
| Old 8-inch cement mains | 1,240 | ..... | ..... | 1,240 |
| | 1,440,667 $\frac{1}{4}$ | 74,169 $\frac{3}{4}$ | 1,487 | 1,513,350 |

Total length in use at end of year 1,513,350 feet or 286,619 miles.

SUMMARY OF VALVES ON STREETS AT END OF 1905.

| Size and Description. | In use at end of 1904. | Put in during 1905. | Taken out during 1905. | Total in use at end of 1905. |
|-----------------------|------------------------|---------------------|------------------------|------------------------------|
| STOP VALVES: | | | | |
| 36 inches..... | 5 | 9 | ..... | 14 |
| 30 "..... | 7 | ..... | ..... | 7 |
| 24 "..... | 17 | 5 | ..... | 22 |
| 20 "..... | 6 | 1 | ..... | 7 |
| 16 "..... | 2 | 5 | ..... | 7 |
| 12 "..... | 467 | 25 | ..... | 492 |
| 10 "..... | 6 | ..... | ..... | 6 |
| 9 "..... | 6 | ..... | ..... | 6 |
| 8 "..... | 12 | 2 | ..... | 14 |
| 6 "..... | 1,820 | 73 | ..... | 1,893 |
| 4 "..... | 84 | 4 | ..... | 88 |
| 3 "..... | 29 | 1 | ..... | 30 |
| Totals..... | 2,461 | 125 | ..... | 2,586 |
| CHECK VALVES. | | | | |
| 36 inches..... | 5 | ..... | ..... | 5 |
| 30 "..... | 4 | ..... | ..... | 4 |
| 24 "..... | 1 | ..... | ..... | 1 |
| 20 "..... | 1 | ..... | ..... | 1 |
| 12 "..... | 12 | ..... | ..... | 12 |
| 6 "..... | 47 | 1 | ..... | 48 |
| Totals..... | 70 | 1 | ..... | 71 |

SCHEDULE No. 11.

STATEMENT OF HYDRANTS PLACED IN POSITION DURING THE YEAR 1905.

| Street, Avenue, etc. | Side of Street. | Location. |
|----------------------|-----------------|--|
| Alhambra Ave.... | West | 118 feet north of Boustead Ave., 3 way. |
| Argyle St | North | 150 feet west of Shaw Street, 3 way. |
| Avenue Rd | East | Opp. south line of Edmund Street, 3 way. |
| Balmoral Ave | South | 10 $\frac{1}{2}$ feet west of Avenue Rd., " " |
| " " | " | 302 $\frac{1}{2}$ " " " |
| " " | " | 13 feet east of Poplar Plains Rd. |
| Bartlett Ave.... | West | 402 $\frac{1}{2}$ feet south of Hallam Street. |
| Beatrice St | " | 500 feet south of College Street. |
| Bellefair Ave | " | 194 $\frac{1}{2}$ feet north of Queen Street. |
| Berkeley St | East | 475 $\frac{1}{2}$ feet north of Wilton Ave., 3 way. |
| Buller Ave..... | North | 222 feet west of Kippendavie Ave. |
| Chestnut St | West | 110 feet south of Elm Street, 3 way. |
| " " | " | 99 $\frac{1}{2}$ feet south of Edward Street. |
| Clarendon Ave.... | South | 14 $\frac{1}{2}$ feet west of Avenue Rd. |
| " " | " | 318 " " " |
| Clinton St..... | West | 7 $\frac{1}{2}$ feet north of Barton Ave., 3 way. |
| " " | " | 311 $\frac{1}{2}$ feet south " " " |
| Conduit St | North | 303 $\frac{1}{2}$ feet west of Dundas Street, 3 way. |
| " " | " | 602 " " " |
| Crawford St.... | West | 904 feet north of Bloor Street, 3 way. |
| Davenport Pl | North | 530 feet west of Davenport Rd., 3 way. |
| Dickens Ave..... | " | 255 $\frac{1}{2}$ feet east of Logan Avenue, 3 way. |
| Don Improve't Rd. | East | 243 $\frac{1}{2}$ feet south of Queen Street, 3 way. |
| Elm St | South | 155 $\frac{1}{2}$ feet east of Teraulay Street, 3 way. |
| " " | " | 192 feet west " " " |
| " " | " | 192 feet west of Yonge Street, 3 way. |
| Emerson Ave | West | 557 $\frac{1}{2}$ feet north of Bloor Street. |
| " " | " | 229 feet north of Wallace Avenue. |
| Ernest Ave | North | 386 feet west of Perth Ave., 3 way. |
| Essex St | South | 392 $\frac{1}{2}$ feet east of Shaw Street, 3 way. |
| Farnham Ave | North | 291 feet east of Avenue Rd. |
| " " | " | 623 $\frac{3}{4}$ " " " |
| Front St. East... | South | 125 feet east of George Street, 3 way. |
| Garnett Ave..... | North | 333 $\frac{1}{2}$ feet east of Shaw Street, 3 way. |
| Gibson Ave | " | 356 feet west of Yonge Street. |
| Givens St | West | 90 feet south of Argyle Street, 3 way. |
| Gladstone Ave | " | 26 $\frac{1}{2}$ feet south of Bloor Street. |
| " " | " | 330 " " " |
| " " | " | 605 " " " |
| Gore St..... | South | 285 feet west of Clinton Street. |
| Gore Vale Ave.... | West | 537 $\frac{1}{2}$ feet south of Arthur Street. |
| " " | " | 804 $\frac{1}{2}$ " " " |
| Grace St | " | 795 $\frac{1}{2}$ feet north of College Street. |
| " " | " | 1,098 $\frac{1}{2}$ " " " |
| " " | " | 1,396 $\frac{1}{2}$ " " " |
| Grange Ave | North | 10 feet east of Spadina Ave., 3 way. |
| General Hospital.. | South | In grounds. |
| " " | North | " |
| Hackney St | East | 157 $\frac{3}{4}$ feet south of St. Patrick's Street, 3 way. |
| Hallam St..... | North | 82 feet west of Shaw Street. |
| Hampton Ave.... | South | 303 feet south of Danforth Rd. |

SCHEDULE No. 11—Continued.

HYDRANTS PLACED IN POSITION DURING 1905.

| Street, Avenue, Etc. | Side of Street. | Location. |
|------------------------|-----------------|--|
| Harcourt Ave. | North | 292 feet west of Pape Ave. |
| " " | " | 12 $\frac{1}{2}$ feet east of Carlaw Ave. |
| Havelock St. | West | 560 $\frac{3}{4}$ feet north of Dewson Street. |
| " " | " | 266 $\frac{1}{2}$ " " " |
| Hawthorne Ave. | " | 436 feet north of Dale Ave. |
| " " | " | 747 " " " |
| Heath St. | North | 15 feet east of Avenue Rd. |
| " " | " | 307 " " " |
| " " | " | 160 $\frac{1}{2}$ feet east of Oriole Rd. |
| Herbert Ave. | West | 195 $\frac{1}{2}$ feet north of Queen Street. |
| Indian Rd. | East | 252 $\frac{1}{2}$ feet south of High Park Ave. |
| Kendal Ave. | West | 206 feet south of Wells Street. |
| Kew Beach. | North | 94 feet west of Kenilworth Ave. |
| Kingston Rd. | East | 240 $\frac{1}{2}$ feet north of Queen Street. |
| Leuty Ave. | West | 253 feet north of Violet Ave. |
| " " | " | 194 $\frac{1}{2}$ feet south of Queen Street. |
| Melville Ave. | North | 241 feet east of Shaw Street. |
| Morley Ave. | West | 286 $\frac{1}{2}$ feet north of Eastern Ave. |
| Morrow Ave. | South | 242 feet east of Dundas Street. |
| McMaster Ave. | " | 367 feet west of Avenue Rd., 3 way. |
| Natalie St. | " | 106 $\frac{1}{2}$ feet east of Booth Ave., 3 way. |
| Olive Ave. | North | 328 $\frac{1}{2}$ feet east of Avenue Rd., 3 way. |
| " " | " | 626 " " " |
| Oriole Rd. | West | 256 feet south of Heath Street. |
| Parliament St. | " | Opp. Oak Street, 3 way. |
| Phoebe St. | South | 10 feet east of Spadina Ave., 3 way. |
| Poplar Plains Rd. | East | 308 feet north of Cottingham Street. |
| " " " " | " | 943 " " " |
| " " " " | " | 1,224 $\frac{1}{4}$ " " " |
| " " " " | " | 36 $\frac{3}{4}$ feet south of Clarendon Ave. |
| " " " " | " | 117 $\frac{3}{4}$ feet north of Lizst Ave. |
| " " " " | " | 8 $\frac{1}{2}$ feet south of St. Clair Ave. |
| Preston Ave. | " | 173 $\frac{1}{2}$ feet north of Hallam Street. |
| " " | " | 477 $\frac{1}{2}$ " " " |
| " " | " | 776 $\frac{1}{2}$ " " " |
| Queen Street. | South | 7 $\frac{1}{2}$ feet east of Spadina Ave., 3 way. |
| " " | North | 8 $\frac{1}{2}$ " " " |
| Salem Ave. | West | 183 feet north of Shanley Rd. |
| Schiller Ave. | North | 323 feet west of Poplar Plains Rd. |
| Seaton Sq. (west) .. | East | 83 feet north of south side of Square. |
| Seaton Street. | " | 356 $\frac{1}{2}$ feet south of Carlton Street, 3 way. |
| Shaw Street. | West | 14 feet south of College Street, 3 way. |
| " " | " | 182 feet north of Hallam Street. |
| " " | " | 304 feet north of Bloor Street. |
| " " | " | 654 $\frac{3}{4}$ " " " |
| " " | " | 1,007 " " " |
| Shaw Place. | North | 298 $\frac{1}{2}$ feet west of Shaw Street. |
| Spadina Ave. | East | 163 feet south of King Street, 3 way. |
| " " | " | 16 $\frac{1}{2}$ feet north " " |
| " " | " | South-east corner of Balsam Street, 4 way. |

SCHEDULE No. 11—Continued.

HYDRANTS PLACED IN POSITION DURING 1905.

| Street, Avenue, Etc. | Side of Street. | Location. |
|---|-----------------|--|
| Spadina Ave. | South | 183 feet south of Queen Street, 3 way. |
| " " | " | 109 $\frac{1}{4}$ feet north " " " |
| " " | " | 162 $\frac{1}{4}$ feet north of Sullivan Street, 3 way. |
| " " | " | 185 $\frac{3}{4}$ feet south of St. Patrick Street, 3 way. |
| " " | " | 172 $\frac{1}{4}$ feet south of D'Arcy Street, 3 way. |
| " " | " | 141 feet south of Baldwin Street, 3 way. |
| " " | " | 103 $\frac{1}{2}$ feet south of Cecil Street, 3 way. |
| " " | West | Opp. south line of Balsam Street, 3 way. |
| Sparkhall Ave. | North | 340 feet east of Broadview Ave. |
| Sterling Ave. | East | 280 feet north of Dundas Street, 3 way. |
| " " | " | 573 $\frac{3}{4}$ " " " " |
| " " | " | 873 $\frac{3}{4}$ " " " " |
| " " | " | 1,169 $\frac{1}{2}$ " " " " |
| Sullivan Street. | South | 16 $\frac{1}{2}$ feet east of Spadina Ave., 3 way. |
| St. Andrew's College Main : | | |
| McClennan Ave. | West | 92 $\frac{3}{4}$ feet south of Thompson Ave., 3 way. |
| " " | " | 371 " " " " |
| St. Clair Ave. | North | 592 $\frac{3}{4}$ feet west of Poplar Plains. |
| " " | " | 304 $\frac{1}{2}$ " " " " |
| " " | " | 87 $\frac{1}{2}$ feet east of Forest Hill Rd. |
| " " | " | 7 $\frac{1}{2}$ feet west of Avenue Rd. |
| " " | " | 297 $\frac{1}{2}$ feet east " " " |
| " " | " | 181 feet east of Oriole Rd. |
| St. Clarens Avenue | West | 326 $\frac{1}{2}$ feet north of Bloor Street. |
| St. Patrick Street. | North | 32 $\frac{1}{2}$ feet west of Hickory Street, 3 way. |
| Trinity Street | East | South-east corner of Front Street, 3 way. |
| Wallace Ave. | North | 241 $\frac{1}{2}$ feet east of Campbell Ave. |
| Wellesley Street .. | South | 189 feet east of Yonge Street, 3 way. |
| " " | " | 167 feet west of Church Street. |
| Wells Street. | North | 111 $\frac{1}{2}$ feet west of Kendal Ave. |
| Winchester Street | South | 207 feet east of Sumach Street, 3 way. |
| " " | " | 546 $\frac{1}{2}$ " " " " |
| Withrow Ave. | North | 303 $\frac{3}{4}$ feet west of Pape Ave. |
| Yarmouth Rd. | " | 328 feet east of Shaw Street. |
| Yonge Street. | East | 60 feet south of Albert Street, 3 way. |
| 3-WAY HYDRANTS REPLACING 2-WAY ALREADY IN POSITION. | | |
| Adelaide Street .. | South | Opp. Grand Opera House. |
| Alexander Street .. | " | 15 feet east of Yonge Street. |
| Beaconsfield Ave. .. | West | 618 feet north of Queen Street. |
| Bedford Rd. | East | 193 feet north of Bernard Ave. |
| Berkeley Street .. | West | Opp. Fire Hall. |
| Berryman Street. .. | South | 350 feet west of Davenport Rd. |
| Bloor Street. | " | South-west corner of Yonge Street. |
| Bond | West | 15 feet north of Queen Street. |
| Church Street. | " | 18 feet south of Dundonald Ave. |
| Crawford Street ... | " | 9 feet north of Queen Street. |
| Delaware Ave. | " | 9 feet south of Bloor Street. |

SCHEDULE No. 11—Continued.

HYDRANTS PLACED IN POSITION DURING 1905.

| Street, Avenue, etc. | Side of Street. | Location. |
|----------------------|-----------------|---|
| Dufferin Street.... | East | 24 feet south of Dundas Street. |
| " " | " | 297 feet north of Bloor Street. |
| " " | " | 10 feet south " " |
| Dundas Street | North-East.. | 316 feet north-west of Sorauren Ave. |
| D'Arcy Street | North | 384 feet west of Beverley Street. |
| Gerrard Street.... | " | 237½ feet east of DeGrassi Street. |
| Givens Street | West | 162 feet north of Bruce Street. |
| " " | " | 84 feet north of Hepbourne Street. |
| Government House | Grounds.... | Rear of Lodge Gates, Simcoe Street. |
| King Street | North | 24 feet east of Close Ave. |
| Madison Ave | East | North-east corner of Bloor Street. |
| Markham Street.. | West | North-west corner of Robinson Street. |
| Mitchell Ave | North | 194 feet west of Tecumseth Street. |
| Morse Street..... | West | North-west corner of Eastern Ave. |
| McCaul Street | East | Opp. Stephanie Place. |
| Ontario Street | West | South-west corner of Sydenham St. |
| Palmerston Ave .. | West | 9 feet south of College Street |
| Portland St | East | North East corner of Farley Ave. |
| Princess St | East | 15 feet north of Esplanade. |
| Queen St | North | 601½ feet east of Lee Ave. |
| " " | South | 237 feet east of York Street. |
| " " | North | North-east corner of Dalhousie Street. |
| " " | " | 105 feet east of Parliament Street. |
| " " | " | 83 feet east of Jarvis Street. |
| Reynolds Ave | East | North-east corner of Ellis Ave. |
| Richmond St. | South | South-east corner of Yonge Street. |
| Robert St | East | North-east corner of College Street. |
| Robinson St | North | North-west corner of Manning Ave. |
| Roxborough Ave .. | " | 687¾ feet east of Avenue Rd. |
| Russett Ave | West | 615 feet north of Bloor St. |
| Shaftesbury Ave .. | North | North-east corner of Ottawa Street. |
| Shaw St. | East .. | 115 feet south of Bruce Street. |
| Sherbourne St | West | 560 feet north of Carlton Street. |
| Simcoe St | East | Between Anderson and Caer Howell, |
| " " | West | North-west corner of Wellington Street. |
| " " | East | 470 feet south of Anderson Street. |
| Spadina Ave..... | West | South-west corner of King Street. |
| Spadina Pl | " | North end. |
| Sultan St | North | West end. |
| St. Clarens Ave .. | West | 1219½ feet north of Dundas Street. |
| Tecumseth St | East | South-west corner of Queen Street. |
| Vanauley St..... | " | At turn in street. |
| Walker Ave | South | 12 feet west of Yonge Street. |
| Waverley Rd..... | East | 20 feet north of Lake Shore Rd. |
| Yonge St | West | 90 feet north of Irwin Ave. |
| York St | " | 133 feet north of Richmond Street. |
| 3-WAY HYDRANTS RE | MOVED FROM | OFF THE STREETS. |
| Front St..... | North | Between George and Frederick Sts. |

SCHEDULE No. 11—*Continued.*

| Street, Avenue, Etc. | Side of Street. | Location. |
|--|-----------------|-------------------------------------|
| 2-WAY HYDRANTS REMOVED FROM OFF THE STREETS. | | |
| Poplar Plains Rd.. | West | 70 feet north of McPherson Ave. |
| Spadina Ave..... | East | South-east corner of Balsam Street. |
| Trinity St..... | " | South east corner of Front Street. |
| Yonge St | West | 60 feet south of Albert Street. |

SUMMARY OF HYDRANTS 1905.

| | |
|--|-------|
| Number of hydrants of all kinds on streets at end of 1904 | 3,113 |
| Number of hydrants of all kinds on private property at end of 1904 | 92 |
| | 3,205 |
| There were removed from off the streets, one 3-way hydrant and four 2-way hydrants; fifty-seven 2-way hydrants were replaced by 3-way hydrants.. | 62 |
| | 3,143 |
| Number of additional hydrants set on streets during 1905 | 133 |
| Number of additional hydrants set on private property during 1905 | 2 |
| | 3,278 |
| 3-way hydrants replacing those already on streets | 57 |
| Total..... | 3,335 |

SCHEDULE No. 12.

TOTAL LIST OF ALL VALVES PLACED IN POSITION DURING THE YEAR 1905, SHOWING THE
SIZE, LOCATION, ETC.

| Street, Avenue, Etc. | Side of Street. | Location. |
|-----------------------------------|--------------------|---|
| 36-INCH STOP VALVES : | | |
| Bathurst Street .. | West | North line of Bloor Street. |
| Bathurst Street .. | " | South " Dupont Street. |
| Bathurst Street .. | " | North " Dupont Street. |
| Birch Avenue | South | West " Yonge Street. |
| Cottingham Street .. | North | Opp. High Level Station, w. of Branch to Station. |
| Cottingham Street .. | " | " " " " " " |
| Cottingham Street .. | South | On Branch to High Level Station. |
| Dupont Street | " | East line of Bathurst Street. |
| Rosehill Reservoir. | " | At toe of South Slope. |
| 24-INCH STOP VALVES : | | |
| Front Street | North | West line of West Market Street. |
| Front Street | " | " " Parliament Street. |
| Rosehill Reservoir | South | Between 36-in. and 24-in. mains. |
| Sumach Street | East | South line of Queen Street East. |
| Sumach Street | " | North " " " |
| 20-INCH STOP VALVES : | | |
| High Level Station | North | Between 36-in. and 20-in. suction pipes. |
| 16-INCH STOP VALVES : | | |
| Queen Street e.... | North | East line of Sumach Street. |
| Queen Street e.... | " | West side of Don Esplanade. |
| Queen Street e.... | " | East side of Don Esplanade Drive. |
| Queen Street e.... | " | West line of Broadview Avenue. |
| Queen Street e.... | " | East " " " |
| 12-INCH STOP VALVES : | | |
| Bloor Street | South | On east side 36-in. (bypass), Bathurst Street. |
| Bloor Street | " | On west side " " " |
| Eastern Avenue .. | North | 4 feet west of Bridge. |
| Front Street (at Cherry) | " | Between 24-in. and 12-in. mains (intersection). |
| High Level Station | West | On 12-in. discharge w. |
| King Street w.... | South | 19 feet west of east line of Spadina Avenue. |
| Poplar Plains Road | East | North line of Cottingham Street. |
| Poplar Plains Road | " | South " Edmund Street. |
| Poplar Plains Road | " | " " St. Clair Avenue. |
| Queen Street e.... | North | West of 24-in. main (intersection). |
| Sherbourne Street | West | South " " " |
| Spadina Avenue .. | East | North line of Wellington Avenue |
| Spadina Avenue .. | " | South " King Street. |
| Spadina Avenue .. | " | North " " " |
| Spadina Avenue .. | " | South " Adelaide Street. |
| Spadina Avenue .. | " | " " Queen Street. |
| Spadina Avenue .. | " | North " " " |
| Spadina Avenue .. | " | South " St. Patrick Street |
| Spadina Avenue .. | " | North " " " |
| Spadina Avenue .. | " | South " Cecil Street. |

SCHEDULE No. 12—Continued.

TOTAL LIST OF ALL VALVES PLACED IN POSITION DURING THE YEAR 1905, SHOWING THE
SIZE, LOCATION, ETC.

| Street, Avenue, etc. | Side of Street. | Location. |
|-------------------------------|--------------------|---|
| Spadina Avenue .. | East | South line of College Street. |
| St. Clair Avenue.. | North | West " Poplar Plains Road. |
| St. Clair Avenue.. | " | East " " |
| St. Clair Avenue.. | " | West " Avenue Road. |
| St. Clair Avenue.. | " | East " " |
| 8-INCH STOP VALVES : | | |
| Avenue Road | West | North line of St. Clair Avenue. |
| Avenue Road | " | South " " " |
| 6-INCH STOP VALVES : | | |
| Alhambra Avenue | West | North line of Boustead Avenue. |
| Balmoral Avenue .. | South | West " Avenue Road. |
| Balmoral Avenue .. | " | East " Poplar Plains Road. |
| Balsam Street | North | East " Spadina Avenue. |
| Barton Avenue..... | " | West " Manning Avenue. |
| Barton Avenue..... | " | East " Bathurst Street. |
| Bellefair Avenue.. | West | North " Queen Street. |
| Berkeley Street .. | " | South side of 24-in. main (intersection). |
| Bernard Avenue .. | North | East line of Huron Street. |
| Bernard Avenue .. | South | East " Kendall Ave. |
| Clarendon Avenue | " | West " Avenue Road. |
| Clarendon Avenue | " | East " Poplar Plains Road. |
| Conduit Street.... | North | West " Dundas Street. |
| Dickens Avenue .. | " | East " Logan Avenue. |
| Don Esplanade | | |
| Queen Street .. | Centre | South side of 16-in. main (intersection). |
| Don Improvement Road | East | South line of Queen Street. |
| Emerson Avenue.. | West | North " Wallace Avenue. |
| Ernest Avenue.... | North | West " Perth Avenue. |
| Farnham Avenue .. | " | East " Avenue Road. |
| Forest Hill Road.. | West | North " St. Clair Avenue. |
| Frederick Street .. | " | South side of 24-in. main (intersection). |
| Front Street | North | West line of Vine Street. |
| George Street | East | South side of 24-in main (intersection). |
| Gladstone Avenue | West | South line of Bloor Street. |
| Gore Street | South | West " Clinton Street. |
| Hallam Street | North | West " Preston Avenue. |
| Hallam Street | " | West " Shaw Street. |
| Hampton Avenue .. | West | South " Danford Avenue. |
| Harcourt Avenue.. | North | West " Pape Avenue. |
| Heath Street..... | " | East " Avenue Road. |
| Hepbourne Street .. | " | West " Dovercourt Road. |
| Herbert Avenue .. | West | North " Queen Street. |
| Humboldt Avenue | North | West " Poplar Plains Road. |
| Indian Road..... | East | South " High Park Avenue. |
| Jarvis Street..... | West | South of 24-in. main (intersection). |
| Kendal Avenue .. | " | North line of Wells Street. |
| Kew Beach | North | West " Waverley Road. |
| King Street | " | West side of 24-in. main. (intersection). |

SCHEDULE No. 12—Continued.

TOTAL LIST OF ALL VALVES PLACED IN POSITION DURING THE YEAR 1905, SHOWING THE SIZE, LOCATION, ETC.

| Street, Avenue, etc. | Side of Street. | Location. |
|----------------------------|-----------------|---|
| Kingston Road.... | East | 15 feet s. of n. line of Queen St. (pressure valve). |
| Kintyre Avenue .. | North | West line of Grant Street. |
| Kintyre Avenue .. | " | East " Broadview Avenue. |
| Leuty Avenue ... | West | South " Queen Street. |
| Lizst Avenue | North | West " Poplar Plains Road. |
| Mark Street | " | East " Defries Street (1904). |
| Melville Avenue .. | " | East " Shaw Street. |
| Mincing Lane | East | South side of Wellington Street (pressure valve). |
| Morley Avenue.... | West | South line of Queen Street. |
| Morley Avenue.... | " | North " Eastern Avenue. |
| Morrow Avenue ... | South | North-east line of Dundas Street. |
| Olive Avenue | North | East line of Avenue Road (Balmoral). |
| Oriole Road | West | South " Heath Street. |
| Oriole Road | " | North " St. Clair Avenue. |
| Parliament Street | East | South side of 24-in main (intersection). |
| Princess Street.... | " | " " " " |
| River Street | East | South side of 16-in. main (intersection). |
| Salem Avenue | West | South line of Hallam Street. |
| Schiller Avenue .. | North | West " Poplar Plains Road. |
| Shaw Street | West | South " College Street. |
| Shaw Street | " | North " Bloor Street. |
| Shaw Place | North | West " Shaw Street. |
| Sparkhall Avenue. | " | East " Broadview Avenue. |
| Sterling Road | West | In front of Matthew Bros.' factory. |
| Sullivan Street.... | South | 38 feet west of East line of Spadina Avenue. |
| St. Andrew's College Main: | | |
| Pelham Place.. | " | West line of Glen Road. |
| Schofield Place.... | West | North " Binscarth Road. |
| St. Clarens Avenue | " | " " Bloor Street. |
| St. Patrick Street | North | 39 ft. west of East line of Spadina Avenue. |
| Trinity Street | West | South side of 24-in. main (intersection). |
| Wells Street | North | West line of Kendal Avenue. |
| West Market Street | West | South side of 24-in. main (intersection). |
| Winchester Street | South | East line of Sumach Street. |
| Withrow Avenue.. | North | West " Pape Avenue. |
| Yarmouth Road .. | " | East " Shaw Street. |
| 4-INCH STOP VALVES: | | |
| Buller Avenue | North | West line of Kippendavie Avenue. |
| Chestnut Park Rd.. | | |
| 1st branch west | East | North " Roxboro Avenue. |
| of Main Road .. | " | South " Chestnut Park Road. |
| Mincing Lane | Centre | North end, between 4-in. and 6-in. mains. |
| 3-INCH STOP VALVES: | | |
| Lamport Avenue.. | ..... | East end B.O. into sewer. |
| 6-INCH CHECK VALVES: | | |
| Sterling Road | West | In front of Matthew Bros.' factory, between 6-in. and 12-in. mains. |

SCHEDULE No. 13.
STATEMENT OF HOUSE SERVICES LAID DURING 1905.

| Name of Street. | Size of Services. | | | | | | | |
|----------------------|--------------------|--------------------|--------------------|-------|-------|-------|-------|-------|
| | $\frac{1}{2}$ -in. | $\frac{3}{8}$ -in. | $\frac{3}{4}$ -in. | 1-in. | 2-in. | 3-in. | 4-in. | 8-in. |
| Armstrong Ave. | 8 | | | | | | | |
| Avenue Rd | 3 | 3 | 3 | 2 | 1 | | | |
| Adelaide w | 2 | | | | | 1 | | |
| Atlantic Ave . . . | | | | 1 | | | 1 | |
| Albany Ave. | 40 | 8 | | | | | | |
| Audley Ave. | 7 | | | | | | | |
| Agnes | 7 | | | | | | | |
| Argyle | 1 | | | | | | | |
| Alma Ave | 2 | | | | | | | |
| Atkin Ave | 4 | | | | | | | |
| Aberdeen Ave. . . | 6 | | | | | | | |
| Alexander | | 1 | | | | | | |
| Austin Ave | 2 | | | | | | | |
| Admiral Rd. | | | 1 | 1 | | | | |
| Adelaide e | | | | | | | 2 | |
| Arthur | 1 | 1 | | | | | | |
| Albert | 2 | | | | | | | |
| Armour | | | | | 1 | | | |
| Alhambra Ave. . . | | | 1 | | | | | |
| Anderson. | 2 | | | | | | | |
| Alice | 1 | | | | | | | |
| Bay. | | | | 1 | 1 | 2 | | 1 |
| Buchanan | | | | | 2 | | | |
| Bathurst | 46 | 25 | 1 | | | | | |
| Beaconsfi'd Ave. | 1 | | | | | | | |
| Brunswick Ave. | 3 | 6 | | | | 1 | | |
| Berkeley | 1 | | | | 1 | 1 | 1 | |
| Bank. | 6 | | | | | | | |
| Broadview Ave. | 28 | 9 | | | | | | |
| Bernard Ave | | 8 | 5 | | | | | |
| Brooklyn Ave. . . | 9 | 1 | | | | | | |
| Beaty Ave | | 2 | 1 | | | | | |
| Bain Ave. | 9 | | | | | | | |
| Beatrice | 22 | 12 | 3 | | | | | |
| Bloor w | 21 | 3 | 1 | | | | | 1 |
| Bloor e | | 1 | | | | | | |
| Brock Ave | 13 | | 1 | | | | | |
| Bolton Ave | 4 | | | | | | | |
| Birtle Ave | 13 | | | | | | | |
| Brighton Ave. . . | 3 | | | | | | | |
| Baldwin | 2 | | | | | | | |
| Badgerow Ave. . . | 1 | | | | | | | |
| Bismark Ave . . . | 6 | 2 | | | | | | |

STATEMENT OF HOUSE SERVICES LAID DURING 1905—*Continued.*

| Name of Street. | Size of Services. | | | | | | | | |
|---------------------|--------------------|--------------------|--------------------|-------|-------|-------|-------|-------|-------|
| | $\frac{1}{2}$ -in. | $\frac{3}{4}$ -in. | $\frac{3}{4}$ -in. | 1-in. | 2-in. | 3-in. | 4-in. | 6-in. | 8-in. |
| Bartlett Ave . . . | 20 | | 1 | | | | | | |
| Bishop | 1 | | | | | | | | |
| Brant | 2 | | | | | | | | |
| Boulton Ave . . . | 1 | | | | | | | | |
| Booth Ave | 4 | | | | 1 | | | | |
| Bellfair Ave. . . . | 1 | | | | 1 | | | | |
| Bond | | | | | 1 | | | | |
| Bean | | | 1 | | | | | | |
| Borden | 4 | | | | | | | | |
| Barton Ave | 4 | 2 | | | | | | | |
| Burnfield | 2 | | | | | | | | |
| Belmont | 3 | | | | | | | | |
| Birch Ave | 1 | | | | | | | | |
| Balmoral | | | 14 | 2 | | | | | |
| Blecker | | 1 | | | | | | | |
| Boustead | 6 | 1 | | | | | | | |
| Bellwood | 18 | 8 | | | | | | | |
| Bellevue Ave . . . | 4 | | | | | | | | |
| Buller | 4 | 1 | | | | | | | |
| Caroline | 8 | | | | | | | | |
| Chestnut Pk. Rd. . | | | 5 | 4 | | | | | |
| Crawford | 46 | 5 | | | | | | | |
| College | 18 | 4 | | | 4 | | | | |
| Chesley Ave. . . . | 1 | | | | | | | | |
| Chestnut | 2 | | | | | | | | |
| Cottingham | 4 | 2 | | 1 | | | | | |
| Close Ave. | 3 | 1 | 1 | | | | | | |
| Coburg | 1 | | | | | | | | |
| Curzon | 2 | | | | | | | | |
| Concord | 31 | | | | | | | | |
| Cherokee Ave. . . | 2 | | | | | | | | |
| Cumberland | 4 | 1 | | | | | | | |
| Coatsworth | 1 | | | | | | | | |
| Carlaw | 6 | | | | | | | | |
| Claremont | 4 | 1 | | | | | | | |
| Carroll | 3 | | | | | | | | |
| Cypress | | | | | 1 | | | | |
| Clarence Sq. . . . | | 1 | | | | | | | |
| Campbell | 7 | | | | | | | | |
| Clinton | 6 | 1 | | | | | | | |
| Christie | 6 | | | | | | | | |
| Chicora | | 2 | | | | | | | |
| Collier | 7 | | | | | | | | |
| Conduit | 11 | | | | | | | | |
| Cluny | | | | 1 | | | | | |

STATEMENT OF HOUSE SERVICES LAID DURING 1905—*Continued.*

| Name of Street. | Size of Services. | | | | | | | | |
|-------------------------|--------------------|--------------------|--------------------|-------|-------|-------|-------|-------|-------|
| | $\frac{1}{2}$ -in. | $\frac{5}{8}$ -in. | $\frac{3}{4}$ -in. | 1-in. | 2-in. | 3-in. | 4-in. | 6-in. | 8-in. |
| Chatham Ave .. | 1 | | | | | | | | |
| Carlton | 1 | | 1 | | | | | | |
| Centre Ave | 1 | | | 1 | | | | | |
| Cherry | 1 | | | | | | | | |
| Cummings | 2 | | | | | | | | |
| Castle Frank Cr't | | | 1 | | | | | | |
| Crescent Rd | | | 1 | | | | | | |
| Cowan Ave | | | | | 1 | | | | |
| Clarendon Ave | | | 5 | | | | | | |
| Dovercourt Rd .. | 45 | 16 | 1 | | 1 | | | | |
| Don Esp | | | | | 1 | 1 | | 1 | |
| DeGrassi | 8 | | | | | | | | |
| Dundas | 37 | 2 | | 2 | 2 | | | | |
| Dagmar Ave | 17 | 1 | | | | | | | |
| Davenport Rd .. | 15 | | | | | | | | |
| Dufferin | 28 | 3 | 1 | 1 | | | | | |
| Dupont | 29 | 9 | | | | | | | |
| Delaware Ave .. | 18 | 12 | | | | | | | |
| Dundonald | | 7 | 2 | | | | | | |
| Dunn Ave | | 3 | | | | | | | |
| Davies Ave | 1 | | | | | | | | |
| Danforth | 2 | | | | 2 | | | 1 | |
| Dresden Ave .. | 7 | | | | | | | | |
| Delaney Cres't .. | 4 | | | | | | | | |
| Dalhousie | 1 | | | | | | | | |
| Dowling Ave | | | 1 | | | | | | |
| Dickens | | | | | | | 1 | | |
| D'Arcy | 3 | | | | | | | | |
| Denison Sq | 3 | | | | | | | | |
| Dunbar Rd | | | | | 2 | | | | |
| Dale Ave | | 1 | | | | | | | |
| Dearbourne Ave .. | 1 | | | | | | | | |
| Duke | 1 | | | | | | | | |
| Davenport Pl. | 3 | | | | | | | | |
| Dawson Ave | | 2 | | | | | | | |
| Defoe | 2 | | | | | | | | |
| Exhibition Gr. .. | 1 | | | | | | | | |
| Euclid Ave | 24 | 4 | | | | | | | |
| Eastern Ave | 25 | | 2 | | | | 1 | | |
| Elm Ave | | | 2 | 2 | 1 | | | | |
| Essex | 8 | | | | | | | | |
| Englewood Ave. | 1 | | | | | | | | |
| Elm | 2 | 1 | | | | | | | |
| Elliott | 1 | | | | | | | | |
| Elizabeth | 2 | | | | | | 1 | | |

STATEMENT OF HOUSE SERVICES LAID DURING 1905—Continued.

| Name of Street. | Size of Services. | | | | | | | |
|------------------|--------------------|--------------------|--------------------|-------|-------|-------|-------|-------|
| | $\frac{1}{2}$ -in. | $\frac{3}{4}$ -in. | $\frac{1}{2}$ -in. | 1-in. | 2-in. | 3-in. | 4-in. | 8-in. |
| Emerson Ave... | 30 | | | | | | | |
| Ernest Ave... | | | | | 1 | | 1 | |
| Esplanade e... | 1 | | | | | | | |
| Edward... | 2 | | | | | | | |
| Front e... | | | | | | 1 | | |
| Francis... | | | | | 1 | | | |
| First Ave... | 12 | | | | | | | |
| Frederick... | | | | 1 | | | | |
| Front w... | | | | | | | 4 | 1 |
| Fern Ave... | 2 | 2 | | | | | | |
| Fermanagh... | 5 | 2 | | 1 | | | | |
| Farnham... | | 4 | 15 | 1 | | | | |
| Fuller... | 1 | 2 | | | | | | |
| Fenning... | 2 | | | | | | | |
| Fraser Ave... | | | | | | | 1 | |
| Follis... | 1 | 1 | | | | | | |
| Farley Ave... | 2 | | | | | | | |
| Gladstone... | 19 | 5 | | | | | | |
| Gore Vale Ave... | 24 | | | | | | | |
| Gerrard w... | | 1 | | | 1 | | 1 | |
| Galley Ave... | 6 | | | | | | | |
| Greenwood... | 4 | | | 2 | | | | |
| Grant... | 18 | 1 | | | 1 | | | |
| Grace... | 42 | 6 | | | | | | |
| Galt Ave... | 5 | | | | | | | |
| Golden Ave... | 6 | | | | | 1 | | |
| Grenville... | 1 | | | | | | | |
| Gerrard e... | 9 | 3 | | | | | | |
| Gordon Ave... | | | | 1 | | | | |
| Givens... | 15 | | 1 | | | | | |
| Glen Rd... | | | | 1 | | | | |
| Gibson Ave... | 9 | | | | | | | |
| Gildersleeve... | 6 | | | | | | | |
| Garden Ave... | | 1 | | | | | | |
| Gould... | | | | | 1 | | | |
| George... | | 1 | | | | | | |
| Garnet Ave... | 9 | | | | | | | |
| Gore Ave... | | | | | | | | |
| Grange Ave... | | | | 1 | | | | |
| Hawthorn Ave... | | | | 1 | | 1 | | |
| Hallam Ave... | 26 | | | | | | | |
| Huxley... | 2 | | | | | | | |
| Harrison... | 1 | | | | | | | |
| Huntley... | | | 3 | | | | | |
| Harbord... | 2 | | 1 | | | | | |

STATEMENT OF HOUSE SERVICES LAID DURING 1905—*Continued.*

| Name of Street. | Size of Services. | | | | | | | |
|--------------------------|--------------------|--------------------|-------|-------|-------|-------|-------|-------|
| | $\frac{1}{2}$ -in. | $\frac{3}{4}$ -in. | 1-in. | 2-in. | 3-in. | 4-in. | 6-in. | 8-in. |
| Howie Ave | 13 | | | | | | | |
| Hogarth Ave | 8 | | | | | | | |
| Howland Ave | 8 | 14 | 1 | | | | | |
| Havelock | 11 | 4 | | | | | | |
| Hamburg | 7 | 1 | | | | | | |
| Huron | 2 | 11 | 2 | 2 | | | 1 | |
| Harvard Ave | | 1 | 1 | | | | | |
| Hanlan's Pt. | 1 | | | | | | | |
| Hayden | 2 | | | | | | | |
| Herbert | 4 | | | | | | | |
| Heath | | | 2 | | | | 1 | |
| Howard | | 1 | | | | | | |
| Howland Rd | 4 | 1 | | | | | | |
| Hamilton | 5 | | | | | | | |
| Hepbourne | 7 | 4 | | | | | | |
| Harcourt Ave. | 3 | | 1 | | | | | |
| Heward | 5 | | | | | | | |
| Henderson Ave. | 1 | | | | | | | |
| Hazelton Ave. | | 1 | | | | | | |
| Hampton | 12 | | | | | | | |
| Hastings Ave | 1 | | | | | | | |
| Ivy Ave | 1 | | | | | | | |
| Irwin Ave | 1 | | | | | | | |
| Indian Rd | 1 | | | | | | | |
| Jones Ave | 20 | 1 | | | | | | |
| Jameson Ave | | | 1 | | | | | |
| Jefferson Ave | 2 | | | | | | | |
| Jarvis | | | 2 | 2 | | | | |
| Kenilworth Ave | 9 | | 1 | 1 | | | | |
| Kippendavie Av. | 9 | 1 | | | | | | |
| King St. w. | | 1 | 5 | 2 | 1 | 1 | 3 | |
| Kendal Ave. | | 18 | 3 | | | | | |
| Kew Beach | 14 | | | | | | | |
| King St. e. | 3 | | | | | | | |
| Kintyre | 10 | | | | | | | |
| Langley Ave. | 14 | 3 | 2 | | | | | |
| Logan | 34 | | | 1 | | | | |
| Lee Ave. | 14 | | | | | | | |
| Leslie | 20 | | | | | | | |
| Lake Shore Ave. | 4 | | | | | | | |
| Lindsay Ave. | 6 | | | | | | | |
| Lakeview Ave | 1 | 1 | | | | | | |
| Lansdowne Ave. | 19 | | | | | | | |
| Louisa | 2 | 1 | | | | | | |
| Leuty Ave. | 15 | | | | | | | |

STATEMENT OF HOUSE SERVICES LAID DURING 1905—*Continued.*

| Name of Street. | Size of Services. | | | | | | | |
|---------------------------|--------------------|--------------------|--------------------|-------|-------|-------|-------|-------|
| | $\frac{1}{2}$ -in. | $\frac{3}{8}$ -in. | $\frac{1}{4}$ -in. | 1-in. | 2-in. | 3-in. | 4-in. | 6-in. |
| Morrow Ave | | | | 1 | | | | |
| Natalie Ave | 6 | | | | | | | 1 |
| Nanton Cres | | 4 | 6 | 1 | | | | |
| Northumberland | | | | | | | | |
| North | | | 1 | | | | | |
| Ossington Ave | 50 | | | | | | | |
| Ontario | 2 | | | | | | | 1 |
| Olive Ave | 2 | | | | | | | |
| O'Hara Ave | | | | | | | 1 | |
| Oriole Rd | | | 4 | | | | | |
| O'Connell Ave | 1 | | | | | | | |
| Princess | 1 | | | | | | | |
| Piper | | | | | | | 2 | 1 |
| Palmerston Ave | 20 | 4 | 23 | | | | | |
| Perth Ave | 6 | | 4 | | | | | |
| Preston Ave | 5 | | | | | | | |
| Pearson Ave | 6 | 2 | | | | | | |
| Pembroke | | 5 | 2 | | | | | |
| Pape Ave | 30 | | | | | | | |
| Price | | | | 2 | | | | |
| Pears Ave | 8 | | | | | | | |
| Paton Rd | 1 | | | | | | | |
| Park View Ave | 4 | 1 | | | | | | |
| Pacific | | | | | | | 1 | 2 |
| Park Rd | | 2 | 1 | 1 | | | | |
| Prince Arthur A | | | 1 | | | | | |
| Parliament | 8 | | | 1 | 1 | | | |
| Poulette | 2 | | | | | | | |
| Pine Hill Rd | | 2 | | | | | | |
| Powell | 2 | | | | | | | |
| Pearl | | | | | 1 | | | |
| Peel | 1 | | | | | | | |
| Parkman | 2 | | | | | | | |
| Poplar Pl'ns Rd | 1 | | 7 | | | | | |
| Queen e | 22 | | | 1 | | | 2 | |
| Queen w | 11 | | | | | | | |
| Queen's Park | | | | | 1 | | | |
| River | 16 | | 1 | 1 | | | | |
| Rusholme Rd | 17 | 14 | 5 | | | | | |
| Rathnally Ave | | | 1 | | | | | |
| Roxboro | 4 | 19 | 5 | 3 | 1 | | | |
| Roncesvalles Av | 1 | | | | | | | |
| Russett Ave | 2 | | | | | | | |
| Richmond | 1 | | | 1 | | | | |
| Regent Ave | 13 | | | | | | | |

STATEMENT OF HOUSE SERVICES LAID DURING 1905—*Continued.*

| Name of Street. | Size of Services. | | | | | | | |
|-----------------------|--------------------|--------------------|--------------------|-------|-------|-------|-------|-------|
| | $\frac{1}{2}$ -in. | $\frac{3}{8}$ -in. | $\frac{3}{4}$ -in. | 1-in. | 2-in. | 3-in. | 4-in. | 6-in. |
| Robinson | 2 | | | | | | | |
| Royce Ave. | 1 | | | | | | | |
| Robert | 1 | 2 | | | | | | |
| Ritchie | | | | | | | | |
| Ryerson Ave. | 5 | | | | | | | |
| Springhurst Av. | | 2 | 1 | | | | | |
| Sterling Rd. | | | | | | | | 2 |
| Smith | 10 | 2 | | | | | | |
| Spadina Ave. | 1 | | | 2 | 1 | | 1 | 3 |
| St. Clarens Ave. | 36 | | | | | | | |
| Shaw | 59 | 6 | 1 | 1 | | | | 1 |
| Sultan | | | | | 1 | | | |
| Shanley | 4 | | | | | | | |
| Sherbourne | | | 3 | 1 | | | | |
| Shirley | 1 | | | | | | | |
| St. George | | 8 | 2 | 7 | 4 | | | |
| St. Helen's Ave. | 11 | | 1 | 1 | | | | |
| Symington | 16 | | | | | | | |
| Sylvan | 1 | 1 | | | | | | |
| Spadina Rd. | | 9 | 6 | | | | 1 | |
| Sorauren | 5 | 4 | | 1 | | | | |
| Schiller Ave. | | | | | 1 | | | |
| Salem | 29 | | | | | | | |
| Simpson Ave. | 7 | 3 | | | | | | |
| Simcoe | 1 | | 1 | | | | | 1 |
| Sydenham | 1 | | | | | | | |
| Sussex Ave. | 1 | | | | | | | |
| St. Paul | | 1 | | | | | | |
| South Drive. | | | 2 | | | | | |
| St. Andrew's. | 1 | | | | | | | |
| Shudell. | 4 | | | | | | | |
| Sumach. | 3 | | 1 | | | | | |
| St. Patrick | 1 | | | | | | | |
| Shaftesbury Ave. | | | | 2 | | | | |
| Sparkhall Ave. | 6 | | | | | | | |
| Summerhill Ave. | 4 | 1 | | | | | | |
| St. Vincent. | 2 | | | | | | 1 | |
| Sully Crest. | 2 | | | | | | | |
| Seaton Sq. | 10 | | | | | | | |
| Sheridan | 3 | | | | | | | |
| St. Clair. | 4 | | | 1 | 1 | | | |
| Spruce | 2 | | | | | | | |
| Strachan Ave. | 1 | | | | | | | |
| St. Joseph. | 4 | | | | | | | |
| Spadina Pl. | 1 | | | | | | | |

STATEMENT OF HOUSE SERVICES LAID DURING 1905—*Continued.*

| Name of Street. | Size of Services. | | | | | | | |
|----------------------|--------------------|--------------------|--------------------|-------|-------|-------|-------|-------|
| | $\frac{1}{2}$ -in. | $\frac{3}{4}$ -in. | $\frac{3}{4}$ -in. | 1-in. | 2-in. | 3-in. | 4-in. | 6-in. |
| Sheppard | | | | | | | | 1 |
| Trinity | | | | 1 | | | | |
| Triller | 4 | | | | | | | |
| Tiverton | 14 | | | | | | | |
| Thorne | 1 | | | | | | | |
| Temperance | | | | | | | | 1 |
| Ulster | | | | | | | | |
| University Ave. | | | | 1 | | | | |
| Victor Ave. | 20 | 2 | | | | | | |
| Van Horne | 7 | | | | | | | |
| Violet Ave. | 1 | | | | | | | |
| Vermont | 6 | | | | | | | |
| Verrall | 4 | | | | | | | |
| Wilson Ave. | | 1 | | | | | | |
| Wellington w. | | | | 2 | | | 2 | 8 |
| Woolfrey | 19 | | | | | | | |
| Woodbine Ave. | 3 | | | | | | | |
| Wright Ave. | 13 | 1 | | | | | | |
| Wells | 2 | 8 | | | | | | |
| Wellesley | 17 | 2 | | | | | | |
| Waverley | 5 | 1 | | | 1 | | | |
| West Lodge | 1 | | | | | | 1 | |
| West Ave. | 7 | 1 | | | | | | |
| Withrow | 13 | 1 | | | | | | |
| Wallace Ave. | 12 | | | | | | | |
| William Ave. | 6 | | | | | | | |
| Walmer Rd. | | 9 | 3 | | | | | |
| Westmoreland | 20 | | | | | | | |
| Walker | 5 | 6 | | | | | | |
| West Marion | | 5 | | | | | | |
| Wickson | 4 | | | | | | | |
| Winchester | 4 | | | | 1 | | | |
| Woodlawn | | 3 | | | 1 | | | |
| Water | 2 | | | | | | | |
| Woolsley | 2 | | | | | | | |
| Wellington Pl. | | 1 | | | | | | |
| Yonge | 7 | 1 | | 1 | 1 | | 1 | |
| York | | | | 1 | | | | |
| Yorkville Ave. | 1 | | | | | | | |
| Yarmouth | 2 | | | | | | | |

SCHEDULE No. 14.

STATEMENT OF HOUSE SERVICES IN USE TO 31ST DECEMBER, 1905.

| | |
|--|-------|
| Total number of services in use previous to 1874 | 1,375 |
| “ “ laid during 1874..... | 552 |
| Number of new “ “ 1875..... | 842 |
| “ renewed services laid during 1875 | 24 |
| “ new “ “ 1876 by permit..... | 141 |
| “ renewed “ “ 1876 | 12 |
| “ new “ laid by Commission 1876..... | 602 |
| “ renewed “ “ 1876..... | 258 |
| “ new “ “ 1877..... | 1,006 |
| “ renewed “ “ 1877..... | 161 |
| “ new “ “ Corporation 1878..... | 2,189 |
| “ renewed “ “ 1878..... | 103 |
| “ new “ “ 1879 | 1,861 |
| “ renewed “ “ 1879..... | 97 |
| “ new “ “ 1880..... | 1,014 |
| “ renewed “ “ 1880..... | 41 |
| “ new “ “ 1881 | 2,654 |
| “ renewed “ “ 1881 | 117 |
| “ new “ “ 1882 | 1,826 |
| “ renewed “ “ 1882..... | 44 |
| “ new “ “ 1883..... | 1,766 |
| “ renewed “ “ 1883..... | 54 |
| “ new “ “ 1884 | 2,087 |
| “ renewed “ “ 1884..... | 12 |
| “ new “ “ 1885..... | 2,344 |
| “ renewed “ “ 1885..... | 22 |
| “ new “ “ 1886..... | 2,936 |
| “ renewed “ “ 1886 | 19 |
| “ new “ “ 1887..... | 3,250 |
| “ renewed “ “ 1887 | 65 |
| “ new “ “ 1888..... | 2,990 |
| “ renewed “ “ 1888..... | 65 |
| “ new “ “ 1889..... | 3,288 |
| “ renewed “ “ 1889..... | 68 |
| “ new “ “ 1890..... | 2,136 |
| “ renewed “ “ 1890..... | 55 |
| “ new “ “ 1891..... | 2,058 |
| “ renewed “ “ 1891..... | 53 |
| “ new “ “ 1892..... | 1,151 |
| “ renewed “ “ 1892..... | 49 |
| “ new “ “ 1893 | 526 |
| “ renewed “ “ 1893 | 2 |

| | | | |
|--|------------------------------|-----------|-------|
| Number of new | services laid by Corporation | 1894..... | 390 |
| “ renewed | “ “ “ | 1894..... | 11 |
| “ new | “ “ “ | 1895..... | 319 |
| “ renewed | “ “ “ | 1895..... | 38 |
| “ new | “ “ “ | 1896..... | 291 |
| “ renewed | “ “ “ | 1896..... | 45 |
| “ new | “ “ “ | 1897..... | 474 |
| “ renewed | “ “ “ | 1897..... | 29 |
| “ new | “ “ “ | 1898..... | 504 |
| “ renewed | “ “ “ | 1898..... | 32 |
| “ new | “ “ “ | 1899..... | 664 |
| “ renewed | “ “ “ | 1899..... | 35 |
| “ new | “ “ “ | 1900..... | 683 |
| “ renewed | “ “ “ | 1900..... | 26 |
| “ new | “ “ “ | 1901..... | 1,133 |
| “ renewed | “ “ “ | 1901..... | 8 |
| “ new | “ “ “ | 1902..... | 1,319 |
| “ renewed | “ “ “ | 1902..... | 13 |
| “ new | “ “ “ | 1903..... | 1,402 |
| “ renewed | “ “ “ | 1903..... | 45 |
| “ new | “ “ “ | 1904..... | 2,036 |
| “ renewed | “ “ “ | 1904..... | 48 |
| “ new | “ “ “ | 1905..... | 3,185 |
| “ renewed | “ “ “ | 1905..... | 20 |
| New services in Yorkville at time of annexation..... | | | 448 |
| “ “ Parkdale “ “ “..... | | | 885 |
| Total number of services laid on Island | | | |

SCHEDULE No. 16.

METERS TAKEN OFF FOR REPAIRS AND REPLACED FOR 1905.

| | $\frac{5}{8}$ -inch. | $\frac{3}{4}$ -inch. | 1-inch. | 1 $\frac{1}{2}$ -inch. | 2-inch. | 3-inch. | 4-inch. | 6-inch. | |
|-----------------|----------------------|----------------------|---------|------------------------|---------|---------|---------|---------|-----|
| Crown..... | 80 | 30 | 10 | .... | 4 | 4 | 6 | .... | 134 |
| Nash | 9 | 8 | 2 | .... | .... | .... | .... | .... | 19 |
| Worthington.... | 6 | 13 | 15 | 2 | 6 | 2 | .... | .... | 44 |
| Trident..... | 2 | .... | 2 | 7 | .... | .... | .... | .... | 11 |
| Siemens.. | 1 | 1 | 3 | 10 | 2 | 1 | .... | 1 | 19 |
| Standard. .... | .... | .... | 1 | .... | .... | .... | .... | .... | 1 |
| Keystone..... | .... | 3 | 1 | .... | .... | .... | .... | .... | 4 |
| Gem ..... | .... | .... | .... | .... | 7 | .... | 1 | .... | 8 |
| Crest ..... | .... | .... | .... | .... | .... | .... | 1 | .... | 1 |
| Hersey | 5 | 3 | .... | .... | .... | .... | .... | .... | 8 |
| Union.. .... | .... | .... | .... | .... | 2 | .... | .... | .... | 2 |
| Empire ..... | .... | 1 | .... | .... | .... | .... | .... | .... | 1 |
| Kennedy. .... | .... | .... | .... | .... | .... | 1 | .... | .... | 1 |
| Totals..... | 103 | 59 | 34 | 19 | 21 | 8 | 8 | 1 | 253 |

SCHEDULE No. 17.

NUMBER OF METERS IN USE AT CLOSE OF YEAR 1905.

| Month. | $\frac{5}{8}$ -inch. | $\frac{3}{4}$ -inch. | 1-inch. | 1 $\frac{1}{2}$ -inch. | 2-inch. | 3-inch. | 4-inch. | 5-inch. | 6-inch. | 8-inch. | 10 inch. | |
|------------------|----------------------|----------------------|---------|------------------------|---------|---------|---------|---------|---------|---------|----------|-------|
| Crown..... | 587 | 278 | 100 | .... | 67 | 55 | 55 | .... | 51 | .... | .... | 1,147 |
| Worthington..... | 44 | 57 | 139 | 31 | 121 | 40 | 5 | .... | .... | .... | .... | 437 |
| Siemens | 62 | 69 | 48 | .... | 49 | 28 | 21 | 11 | 10 | 2 | 1 | 301 |
| Keystone..... | 24 | 25 | 19 | .... | .... | .... | .... | .... | .... | .... | .... | 68 |
| Hersey | 37 | 18 | 10 | .... | .... | .... | .... | .... | .... | .... | .... | 65 |
| Union ..... | .... | .... | .... | .... | 18 | .... | .... | .... | .... | .... | .... | 18 |
| Nash..... | 45 | 30 | 38 | .... | 6 | .... | .... | .... | .... | .... | .... | 119 |
| Trident..... | 47 | 42 | 17 | .... | .... | .... | .... | .... | .... | .... | .... | 106 |
| Gem ..... | .... | .... | .... | .... | 64 | 17 | 7 | .... | 5 | .... | 1 | 94 |
| Crest.. ..... | .... | .... | .... | .... | .... | 9 | 6 | .... | .... | .... | .... | 15 |
| Kennedy ..... | .... | .... | .... | .... | 5 | 10 | 8 | .... | 17 | 2 | .... | 42 |
| Empire..... | .... | .... | 2 | 2 | .... | .... | .... | .... | .... | .... | .... | 4 |
| Buffalo ..... | .... | .... | 1 | .... | .... | .... | .... | .... | .... | .... | .... | 1 |
| Totals..... | 846 | 519 | 374 | 33 | 330 | 159 | 102 | 11 | 37 | 4 | 2 | 2,417 |

SCHEDULE No. 18.

SIZE AND NUMBER OF NEW METERS PLACED DURING 1905.

| | $\frac{3}{8}$ -inch. | $\frac{1}{2}$ -inch. | 1-inch. | 1 $\frac{1}{2}$ -inch. | 2-inch. | 3-inch. | 4 inch. | 6-inch. | |
|-------------------|----------------------|----------------------|---------|------------------------|---------|---------|---------|---------|-----|
| Crown | 43 | 18 | 10 | ..... | 8 | 11 | 9 | 4 | 103 |
| Keystone | 16 | 13 | 6 | ..... | ..... | ..... | ..... | ..... | 35 |
| Trident | 13 | 14 | 7 | ..... | ..... | ..... | ..... | ..... | 34 |
| Gem ..... | ..... | ..... | ..... | ..... | 20 | 10 | 4 | 3 | 37 |
| Hersey | 9 | 5 | 1 | ..... | 1 | ..... | ..... | ..... | 16 |
| Worthington | 8 | 2 | 9 | 5 | 14 | 1 | ..... | ..... | 39 |
| Nash | 5 | 4 | 4 | ..... | ..... | ..... | ..... | ..... | 13 |
| Siemens ..... | ..... | 1 | 1 | ..... | ..... | ..... | 1 | ..... | 3 |
| Union ..... | ..... | ..... | ..... | ..... | 9 | ..... | ..... | ..... | 9 |
| Crest ..... | ..... | ..... | ..... | ..... | ..... | 5 | ..... | ..... | 5 |
| Kennedy ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2 |
| | 94 | 57 | 38 | 5 | 52 | 27 | 14 | 9 | 296 |

SCHEDULE No. 19.

RETURN OF TEMPERATURE OF WATER FOR YEAR 1905, TAKEN AT THE SHORE CRIB
AND THE CITY HALL TAP.

| Month. | DEGREES FAHRENHEIT. | | | | | |
|------------------------|---------------------|---------|----------|----------------|---------|----------|
| | Shore Crib. | | | City Hall Tap. | | |
| | Highest. | Lowest. | Average. | Highest. | Lowest. | Average. |
| January | 36 | 33 | 34.32 | 42 | 36 | 37.80 |
| February | 36 | 33 | 33.85 | 38 | 33 | 33.95 |
| March | 36 | 33 | 33.87 | 38 | 33 | 34.11 |
| April | 37 | 35 | 36 | 45 | 35 | 40.91 |
| May | 41 | 36 | 39.12 | 45 | 42 | 43.74 |
| June | 46 | 40 | 41.60 | 48 | 42 | 44.88 |
| July. | 52 | 40 | 44.32 | 54 | 44 | 47.88 |
| August | 66 | 40 | 55.38 | 56 | 48 | 52.09 |
| September..... | 66 | 39 | 52.03 | | | |
| October | 53 | 40 | 45.09 | | | |
| November | 43 | 37 | 40.60 | 47 | 41 | 43.50 |
| December | 40 | 36 | 38.38 | 43 | 40 | 41.48 |
| Average for Year | 46 | 36.83 | 41.21 | | | |

ANALYSIS OF TEMPERATURE.

Shore Crib.

The highest on September 19th, 66 deg. ; the lowest on January 16th, 33 deg. ; the highest average in August, 55.38 deg. ; the lowest average in February, 33.85 deg.

City Hall Tap.

The highest recorded on August 14th, 56 deg. ; the lowest recorded February 23rd, 33 deg. ; the highest average in August, 52.09 deg. ; the lowest average in February, 33.95 deg.

NOTE.—This record was not kept from August 15th to November 1st.

SCHEDULE No. 20.
MAINTENANCE OF DISTRIBUTION, 1905.

| | House Services. | | | | | | | Services Taken Out. | | | | | Leaks on Mains. | | | | | | | | | | Services moved to suit Side-walks. |
|-----------|-----------------|--------|---------|----------------|------------|----------|--------------|---------------------|------|-----------|-----------|---------|-----------------|---------|---------|---------|----------|----------|----------|----------|----------|----------|------------------------------------|
| | Leaks. | Burst. | Inside. | False Reports. | Blown Out. | Day Out. | Cleaned Out. | On. | Off. | 1/2 inch. | 3/4 inch. | 1 inch. | 1/2 inch. | 4 inch. | 6 inch. | 8 inch. | 10 inch. | 12 inch. | 20 inch. | 24 inch. | 30 inch. | 36 inch. | |
| January | 145 | 43 | 7 | 51 | 165 | 147 | 15 | 85 | 1 | 1 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 123 |
| February | 179 | 102 | 55 | 58 | 109 | 195 | 43 | 154 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 232 |
| March | 215 | 75 | 37 | 61 | 101 | 153 | 37 | 141 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 376 |
| April | 248 | 46 | 16 | 14 | 214 | 61 | 25 | 71 | 3 | 6 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 203 |
| May | 287 | 48 | 17 | 20 | 260 | 70 | 30 | 63 | 13 | 12 | 1 | 1 | 1 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 325 |
| June | 273 | 32 | 8 | 20 | 298 | 31 | 10 | 48 | 1 | 3 | 1 | 1 | 1 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 320 |
| July | 218 | 29 | 16 | 24 | 331 | 70 | 20 | 39 | 10 | 4 | 1 | 3 | 1 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 449 |
| August | 219 | 10 | 15 | 23 | 289 | 32 | 30 | 37 | 4 | 1 | 3 | 1 | 1 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 53 |
| September | 225 | 19 | 17 | 19 | 248 | 39 | 14 | 29 | 1 | 3 | 1 | 1 | 1 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| October | 231 | 21 | 8 | 23 | 189 | 35 | 17 | 34 | 1 | 3 | 1 | 1 | 1 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | |
| November | 228 | 30 | 9 | 21 | 229 | 30 | 29 | 57 | 1 | 5 | 2 | 1 | 1 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | |
| December | 219 | 25 | 11 | 27 | 145 | 36 | 21 | 42 | 1 | 2 | 1 | 1 | 1 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | |
| Total | 2,687 | 480 | 216 | 361 | 2,589 | 899 | 291 | 800 | 24 | 47 | 5 | 7 | 3 | 1 | 179 | 6 | 13 | 70 | 1 | 6 | 2 | 2 | 2,081 |

STATEMENT OF QUANTITY OF WATER PUMPED, AND THE COST OF PUMPING, FIGURED ON COAL, WAGES, MAINTENANCE AND INTEREST AND SINKING FUND.
MAIN PUMPING STATION.

| Year. | Total Water Pumped Imp. Gallons. | Total Fuel Pounds. | Cost of Fuel. | | Wages. | | Total Cost, including Repairs, Fuel, Wages, etc. Main Pump Station. | Fuel, Cost per 1,000 Galls. | Fuel and Wages. Cost per 1,000 Galls. | Fuel, Wages and Maintenance Cost per 1,000 Galls. | Total Working Expenses, including Collection of Revenue, and Pumping. | | Interest and Sinking Fund | | Total Cost, including Fuel, Wages, Maintenance, Interest and Sinking Fund | Total Cost per 1,000 Galls. on same. |
|-----------|----------------------------------|--------------------|---------------|----|--------|----|---|-----------------------------|---------------------------------------|---|---|----|---------------------------|----|---|--------------------------------------|
| | | | \$ | c. | \$ | c. | | | | | \$ | c. | \$ | c. | | |
| 1870..... | 441,011,250 | | | | | | | | | | | | | | | |
| 1871..... | 509,908,250 | | | | | | | | | | | | | | | |
| 1872..... | 548,746,840 | | | | | | | | | | | | | | | |
| 1873..... | 586,230,295 | | | | | | | | | | | | | | | |
| 1874..... | 789,434,045 | | | | | | | | | | | | | | | |
| 1875..... | 1,390,706,595 | 5,003,262 | 17,156 | 47 | 5,838 | 95 | 25,886 | 65 | 1.23 | 1.65 | 1.86 | | | | | |
| 1876..... | 1,625,138,876 | 6,988,282 | 19,645 | 75 | 6,447 | 02 | 30,379 | 60 | 1.21 | 1.60 | 1.86 | | | | | |
| 1877..... | 2,633,433,932 | 10,407,992 | 25,556 | 29 | 7,866 | 70 | 36,895 | 23 | 0.97 | 1.26 | 1.40 | | | | | |
| 1878..... | 1,417,370,915 | 8,120,000 | 15,196 | 20 | 7,140 | 00 | 25,246 | 10 | 1.00 | 1.51 | 1.78 | | | | | |
| 1879..... | 1,610,104,342 | 10,872,211 | 19,313 | 07 | 7,140 | 00 | 29,827 | 38 | 1.19 | 1.63 | 1.85 | | | | | |
| 1880..... | 1,785,859,706 | 11,694,808 | 28,455 | 72 | 7,140 | 00 | 39,285 | 25 | 1.59 | 1.98 | 2.19 | | | | | |
| 1881..... | 1,910,430,419 | 12,391,874 | 31,410 | 04 | 7,473 | 75 | 42,529 | 22 | 1.64 | 2.03 | 2.22 | | | | | |
| 1882..... | 2,108,933,115 | 11,685,556 | 30,170 | 64 | 8,819 | 81 | 43,619 | 63 | 1.43 | 1.84 | 2.06 | | | | | |
| 1883..... | 2,809,956,484 | 17,266,679 | 43,529 | 08 | 10,025 | 72 | 59,809 | 65 | 1.54 | 1.89 | 2.12 | | | | | |
| 1884..... | 3,645,442,082 | 19,920,782 | 52,525 | 56 | 10,842 | 40 | 69,355 | 64 | 1.44 | 1.73 | 1.90 | | | | | |
| 1885..... | 3,537,482,598 | 18,614,465 | 46,589 | 27 | 12,017 | 85 | 65,082 | 39 | 1.31 | 1.64 | 1.84 | | | | | |
| 1886..... | 4,134,376,998 | 19,285,371 | 41,979 | 32 | 14,814 | 40 | 65,579 | 74 | 1.01 | 1.36 | 1.58 | | | | | |
| 1887..... | 4,417,938,169 | 23,283,900 | 50,051 | 85 | 16,968 | 79 | 76,597 | 16 | 1.13 | 1.51 | 1.73 | | | | | |
| 1888..... | 4,041,964,514 | 20,457,935 | 46,600 | 77 | 19,043 | 58 | 76,059 | 72 | 1.12 | 1.58 | 1.88 | | | | | |
| 1889..... | 4,148,781,634 | 19,231,940 | 44,135 | 10 | 20,192 | 39 | 75,360 | 77 | 1.06 | 1.54 | 1.81 | | | | | |
| 1890..... | 5,249,760,226 | 24,615,850 | 56,239 | 99 | 21,847 | 31 | 83,136 | 12 | 1.03 | 1.44 | 1.58 | | | | | |
| 1891..... | 6,534,375,161 | 29,300,240 | 60,012 | 77 | 22,556 | 49 | 89,060 | 35 | 0.90 | 1.24 | 1.36 | | | | | |
| 1892..... | 6,659,925,656 | 34,505,875 | 71,845 | 25 | 21,645 | 34 | 103,202 | 91 | 1.07 | 1.39 | 1.54 | | | | | |
| 1893..... | 6,646,021,488 | 26,013,840 | 64,702 | 86 | 27,078 | 65 | 100,013 | 77 | 0.97 | 1.37 | 1.50 | | | | | |
| 1894..... | 6,589,492,142 | 26,822,145 | 54,902 | 85 | 25,959 | 14 | 103,650 | 47 | 0.83 | 1.22 | 1.57 | | | | | |
| 1895..... | 6,639,680,218 | 21,178,879 | 40,221 | 85 | 23,305 | 49 | 75,502 | 63 | 0.66 | 1.01 | 1.13 | | | | | |
| 1896..... | 6,781,187,980 | 18,606,508 | 25,307 | 90 | 22,529 | 41 | 55,626 | 60 | 0.37 | 0.70 | 0.82 | | | | | |
| 1897..... | 6,723,757,030 | 20,711,250 | 26,880 | 50 | 22,933 | 92 | 57,093 | 25 | 0.39 | 0.73 | 0.84 | | | | | |
| 1898..... | 7,136,334,102 | 22,100,145 | 27,572 | 00 | 23,983 | 07 | 53,134 | 40 | 0.38 | 0.74 | 0.84 | | | | | |
| 1899..... | 7,824,348,217 | 24,682,935 | 26,684 | 57 | 24,770 | 54 | 71,279 | 65 | 0.34 | 0.65 | 0.90 | | | | | |
| 1900..... | 8,064,384,595 | 24,148,560 | 38,668 | 54 | 27,314 | 83 | 80,339 | 85 | 0.47 | 0.81 | 0.99 | | | | | |
| 1901..... | 8,299,298,465 | 26,272,645 | 39,562 | 56 | 28,295 | 43 | 78,234 | 31 | 0.47 | 0.80 | 0.94 | | | | | |
| 1902..... | 7,993,916,325 | 23,769,930 | 37,409 | 30 | 28,170 | 36 | 74,625 | 82 | 0.46 | 0.82 | 0.93 | | | | | |
| 1903..... | 8,735,658,003 | 30,260,615 | 54,275 | 93 | 31,405 | 90 | 93,591 | 55 | 0.62 | 0.98 | 1.07 | | | | | |
| 1904..... | 9,076,711,575 | 32,843,325 | 52,643 | 51 | 30,680 | 11 | 94,010 | 62 | 0.58 | 0.91 | 1.03 | | | | | |
| 1905..... | 9,174,732,461 | 34,512,095 | 49,644 | 31 | 32,917 | 06 | 89,429 | 66 | 0.54 | 0.89 | 0.97 | | | | | |

SCHEDULE No. 21.

LEAKS ON MAINS DURING THE YEAR 1905.

The following leaks on mains were repaired during the year :—

| | |
|---------------|----|
| 36-inch | 2 |
| 30 " | 1 |
| 24 " | 6 |
| 20 " | 2 |
| 16 " | — |
| 12 " | 70 |
| 10 " | 3 |
| 8 " | 2 |
| 6 " | 94 |
| 4 " | 4 |
| 3 " | — |

Total..... 184 of all sizes.

The cost of repairing these leaks (exclusive of asphalt pavement repairs) was :

| | |
|----------------|------------|
| Labour..... | \$1,271 77 |
| Material | 130 55 |

Total..... \$ 1,402 32

| | |
|--|--------|
| Average number of leaks per mile of distribution | \$0.64 |
| Average cost per leak (labor and material) | 7.62 |
| Average cost per mile..... | \$4.90 |

ACCOUNTANT'S STATEMENT of EXPENDITURE FOR 1905

| ACCOUNTS. | \$ | c. | \$ | c. | \$ | c. |
|--|---------|----|----|---------|----|----|
| GENERAL WORKS. | | | | | | |
| Asphalt cleaning..... | 26,781 | 95 | | | | |
| Asphalt flushing..... | 6,731 | 95 | | | | |
| Bridges, repairs and maintenance of.... | 7,889 | 55 | | | | |
| Cleaning gullies..... | 6,489 | 43 | | | | |
| Engineering and expenses..... | 26,781 | 95 | | | | |
| General purpose..... | 18,747 | 17 | | | | |
| Permanent crossings..... | 2,526 | 64 | | | | |
| Roadways..... | 16,719 | 72 | | | | |
| Sidewalks..... | 9,835 | 29 | | | | |
| Snow, cleaning off sidewalks..... | 9,854 | 82 | | | | |
| Street cleaning, snow..... | 29,346 | 40 | | | | |
| Street cleaning..... | 55,553 | 36 | | | | |
| Street watering (including water)..... | 38,669 | 96 | | | | |
| Scavenging..... | 129,362 | 23 | | | | |
| Stone and wooden curbs..... | 391 | 12 | | | | |
| Street and house numbering..... | 762 | 58 | | | | |
| Weed cutting..... | 1,051 | 06 | | | | |
| Private drains..... | 46,274 | 60 | | | | |
| | 433,769 | 78 | | | | |
| Less amounts paid to City Treasurer for private drains..... | 47,832 | 72 | | | | |
| | | | | 385,937 | 06 | |
| SPECIAL WORKS. | | | | | | |
| Asphalt repairs..... | 22,573 | 28 | | | | |
| Concrete walk n. s. Gerrard, bridge to Broadview..... | 562 | 15 | | | | |
| Danforth Road, repairs..... | 1,871 | 10 | | | | |
| Dog trapping..... | 176 | 80 | | | | |
| Dredging slips..... | 5,656 | 84 | | | | |
| Electrical blue print machine..... | 604 | 18 | | | | |
| Erection pounds, east'n and nort'n stables | 46 | 05 | | | | |
| Esplanade and City docks, wharves, etc... | 3,652 | 45 | | | | |
| Exhibition Park, sidewalks..... | 2,448 | 11 | | | | |
| Exhibition Park sewer..... | 371 | 84 | | | | |
| Express and cabmen's shelter..... | 113 | 16 | | | | |
| Fence and sheds at eastern stables..... | 481 | 09 | | | | |
| Free bathing..... | 2,486 | 12 | | | | |
| Carried forward..... | 41,043 | 17 | | 385,937 | 06 | |

| ACCOUNTS. | \$ | c. | \$ | c. | \$ | c. |
|--|--------|----|---------|----|----|----|
| <i>Brought forward</i> | 41,043 | 17 | 385,937 | 06 | | |
| Harbor cribwork | 605 | 72 | | | | |
| Intersection, Queen and Yonge Streets. . | 1,019 | 79 | | | | |
| Jarvis Street, sewer extension | 4,707 | 23 | | | | |
| Life saving | 777 | 28 | | | | |
| Lumbervale Avenue, opening | 1,571 | 84 | | | | |
| New carts and harness | 482 | 13 | | | | |
| New hydraulic dredge | 15,400 | 00 | | | | |
| New public lavatories | 4,054 | 06 | | | | |
| New sheds, Eastern stables | 580 | 57 | | | | |
| New shops, Western stables | 34 | 10 | | | | |
| Painting fence and sheds, Western yard.. | 78 | 65 | | | | |
| Piper Street extension | 27,339 | 08 | | | | |
| Public conveniences | 284 | 77 | | | | |
| Purchase of horse feed | 2,990 | 35 | | | | |
| " of tug and scows | 60 | 98 | | | | |
| " of horses | 7,210 | 00 | | | | |
| Reconstruction of track allowance | 17,734 | 64 | | | | |
| Renewing retaining walls, Yonge Street, opposite old Severn Brewery | 838 | 37 | | | | |
| Rentals | 931 | 00 | | | | |
| Repairs to jetty, Ashbridge's Bay | 426 | 39 | | | | |
| Sewage disposal | 1,578 | 12 | | | | |
| Sheds at new Northern stables | 6 | 70 | | | | |
| Stone for House of Industry | 684 | 76 | | | | |
| Street railway matters | 6,885 | 67 | | | | |
| Track allowance, reconstruction | 15,431 | 31 | | | | |
| Transportation street sweepings to Island | 545 | 46 | | | | |
| Tug "National" maintenance | 565 | 74 | | | | |
| Western destructor | 12,203 | 59 | | | | |
| Western yard, roof | 864 | 00 | | | | |
| Woodbine district, sewage system | 1,300 | 00 | | | | |
| | | | 168,235 | 38 | | |
| ISLAND COMMITTEE. | | | | | | |
| Cleaning weeds from lagoons | 1,289 | 19 | | | | |
| Grading and cleaning streets | 147 | 62 | | | | |
| Island destructor | 809 | 22 | | | | |
| Island Park wharf repairs, west side | 944 | 86 | | | | |
| Island pumping station, new boiler found- ations | 666 | 05 | | | | |
| Island scavenging | 726 | 34 | | | | |
| Island water works | 3,294 | 24 | | | | |
| Repairing bicycle path | 198 | 08 | | | | |
| Repairs to bridges | 33 | 67 | | | | |
| Repairs to destructor | 316 | 63 | | | | |
| Sidewalk, east end of Island | 153 | 55 | | | | |
| Sidewalk repairs | 835 | 33 | | | | |
| <i>Carried forward</i> | 9,414 | 78 | 554,172 | 44 | | |

| ACCOUNTS. | \$ | c. | \$ | c. | \$ | c. |
|--|---------|----|---------|----|-----------|----|
| <i>Brought forward</i> | 9,414 | 78 | 554,172 | 44 | | |
| Temporary bridge, Turner's Baths | 219 | 45 | | | | |
| Ward's wharf repairs | 3 | 68 | | | | |
| Wharf at Hallam's bridge | 517 | 82 | | | | |
| Wharf south end of Block House Bay | 331 | 07 | | | | |
| | | | 10,486 | 80 | | |
| LOCAL IMPROVEMENT WORKS. | | | | | | |
| Sewers | 50,508 | 42 | | | | |
| Pavements | 372,164 | 21 | | | | |
| Sidewalks (wooden) | 5,218 | 56 | | | | |
| Sidewalks (permanent) | 152,619 | 12 | | | | |
| | 157,837 | 68 | | | | |
| Railway pavements | 2,561 | 27 | | | | |
| | | | 583,071 | 58 | | |
| Bridges, gradings, openings, etc. | | | 4,172 | 11 | | |
| Personal and departmental accounts | | | 75,435 | 88 | | |
| | | | | | 1,227,338 | 81 |

Respectfully submitted.

W. McCARTNEY,
Accountant.

| WATER WORKS BRANCH. | | | |
|--|--------|----|------------|
| <i>Maintenance.</i> | | | |
| Maintenance and distribution | 36,975 | 72 | |
| Main Pumping Station | 39,759 | 63 | |
| " " " coal | 48,408 | 99 | |
| Meter and machine and blacksmith's shop | 14,332 | 95 | |
| Hydrants and valves | 5,569 | 36 | |
| Store House | 1,895 | 70 | |
| Reservoir | 5,739 | 35 | |
| High Level Station | 11,953 | 07 | |
| Cartage | 6,447 | 29 | |
| Miscellaneous | 229 | 84 | |
| Inspection and examination of conduit | 165 | 00 | |
| | | | 171,476 90 |
| <i>Construction.</i> | | | |
| House services | 59,291 | 60 | |
| Less amount paid Treasurer for sundry services | 12,621 | 20 | |
| <i>Carried forward</i> | | | 46,670 40 |
| | | | 218,147 30 |

| ACCOUNTS. | \$ | c. | \$ | c. | \$ | c. |
|---|---------|----|---------|----|----|----|
| <i>Brought forward</i> | | | 218,147 | 30 | | |
| <i>Renewals.</i> | | | | | | |
| House services..... | 6,339 | 30 | | | | |
| Short lengths and extra fire hydrants | 3,791 | 09 | | | | |
| | 10,130 | 39 | | | | |
| Less amount paid Treasurer : | | | | | | |
| Scrap iron and brass..... 107 52 | | | | | | |
| Sundry extensions of old mains 313 20 | 420 | 72 | | | | |
| | | | 9,709 | 67 | | |
| SPECIAL WORKS. | | | | | | |
| New engine, main pumping station | 75,568 | 94 | | | | |
| Tunnel and connections | 3,698 | 04 | | | | |
| Bathurst St., 36 in. main, College to Reservoir..... | 83,902 | 23 | | | | |
| New meters..... | 31,183 | 08 | | | | |
| Spadina Ave. e. s., 12 in. fire main, Adelaide to 390 ft. north | 174 | 89 | | | | |
| Mowat Ave., 6 in. fire main, King to 400 ft. south..... | 14 | 58 | | | | |
| Front St., 24 in. main, Church to Sumach | 43,833 | 65 | | | | |
| New 6 ft. steel conduit..... | 83,183 | 24 | | | | |
| Dupont St., 20 in. main, St. George to High Level Station | 8,650 | 87 | | | | |
| St. George St., 16 in. main, Dupont to Bloor..... | 1,426 | 33 | | | | |
| Queen St., 16 in. main, Sumach to Don. . | 3,910 | 22 | | | | |
| " " " Don to Broadview | 4,079 | 97 | | | | |
| " 12 in. " Dundas to Gladstone | 140 | 84 | | | | |
| Strachan Ave., 12 in. main, Wellington to Exhibition | 103 | 28 | | | | |
| Don Esplanade, 12 in. main, Cornwall to Gerrard..... | 84 | 24 | | | | |
| Sterling Rd., 12 in. main. | 2,496 | 09 | | | | |
| Poplar Plains Rd., 12 in. main, St. Clair to High Level Station | 11,699 | 01 | | | | |
| Jefferson Ave., 6 in. fire main, Liberty to 500 ft. south..... | 19 | 06 | | | | |
| Winchester St., 6 in. fire main, Sumach to 750 ft. east..... | 593 | 79 | | | | |
| Mincing Lane, 6 in. fire main..... | 343 | 45 | | | | |
| <i>Carried forward</i> | 355,105 | 80 | 227,856 | 97 | | |

| ACCOUNTS. | \$ | c. | \$ | c. | \$ | c. |
|---|---------|----|---------|----|---------|----|
| <i>Brought forward</i> | 355,105 | 80 | 227,856 | 97 | | |
| Cribwork extension, below Water Works dock and Spadina Ave. | 116 | 00 | | | | |
| Spadina Ave., main, Wellington to College | 13,384 | 89 | | | | |
| New engine, High Level Station | 4,194 | 93 | | | | |
| High pressure fire service | 12,361 | 75 | | | | |
| Revenue mains | | | 385,163 | 37 | | |
| Personal and departmental accounts | | | 31,377 | 71 | | |
| | | | 17,982 | 06 | | |
| | | | | | 662,380 | 11 |

Respectfully submitted.

W. McCARTNEY,
Accountant.

TA Toronto. Dept. of Public
27 Works
T7A2 Report of the city
1905 engineer

~~Physical~~
~~Appendix~~
~~Notes~~
~~Index~~

Engineering

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ENGINE STORAGE

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